NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
SUMMARY BULLETIN ORDER No. BNY1-31SUM
Effective 12:01 AM, Monday, August 3, 2026

Northeast Corridor General Order: 104 effective May 4, 2026

Boston – New York Bulletin Order(s) in effect: BNY1-31SUM

(Other Bulletin Orders not listed are canceled)

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO "*" indicates that the item was not carried in a previous Bulletin Order "PC" indicates a physical characteristic change.

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are *(New, Modified, or Deleted)*
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

NOTE: This index does not relieve employees from reading, understanding and complying with all Bulletin Order items.

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I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

II. Main Line: New Haven to Boston (NHB)

A. PC: Boston – South Station 07/29/24

1. Track 13

a) South Side Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12.

b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

B. PC: Ruggles Street Station - Station Platform Out of Service 10/03/22

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

The east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on No. 1 & 3 Trks from the east end of the platform to a point 560 feet west of the east end of the platform.

C. PC: Old Saybrook Station - Station Platform Out of Service 06/16/26

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

A portion of the station platform on No. 3 Trk is out of service between the east end of the platform to a barricade erected 95 feet west.

D. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9 03/20/26

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

1. No. 1 & 3 Trks

The low-level wooden platforms across No. 1 & 3 Trks are out-of-service.

2. No. 4 Trk

Effective 9:45 AM to 2:30 PM Monday through Friday

- No. 4 Trk low level platform is out of service between Cat Pole MP 196.80 to the east end of the platform.
- The station platform adjacent to No. 4 Track 250’ west of the mini-high platform is out of service.

E. PC: South Attleboro Station - Station Platforms Out of Service 05/20/24

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Station Platform No. 2 is out of service.

F. PC: Temporary Construction Crossing MP 228 11/06/23

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

G. Station Page 06/01/26

The station page is modified. 121 B is a requirement in NORAC.

Madison Station Note 1 is deleted.

Note 1 is deleted.

A portion of Note 3 is deleted.

STATIONS	MP	INT	PS	NOTES
MADISON	92.8	...	X	…
Note 3: Rule 121.E applies on No. 1 & 2 tracks only.				

H. 34-B2. Train Approach Message System (TAMS) Out of Service 07/17/26

34-B2 is new. TAMS is out of service at Westbrook Station.

Train Approach Message System (TAMS) is out of service at the following station(s) until further notice. On-ground personnel will not provide protection at the following station(s). Trains not scheduled to stop at the affected station(s) are reminded to comply with SI 34-B1.

Trains operating on a track adjacent to the station platform must:

1. Operate according to track and signal speeds not exceeding 110 MPH for the station limits.
2. Blow one long sound of the engine horn when approaching each affected station.

- Westbrook

I. 98-B1. Other Than Main Track Designations, Types, and Responsibilities 05/04/26

98-B1 is replaced in its entirety.

A table is added.

Parcel G requirements pertaining to certified conductors, as well as instructions regarding employee qualifications, are removed due to redundancy. Employee qualification and certification requirements are governed by NORAC Rule C and Amtrak Timetable Instruction C-S4, in accordance with 49 CFR Part 242.

LOCATION	TRACK DESIGNATIONS	TRACK TYPE	IN CHARGE OF	Note
Parcel G	1-4	Other Than Main Track	…	1, 2
Parcel G	11, 13, 15	Other Than Main Track	…	2
New London	Track 6 (NECR Lead)	Other Than Main Track	…	3
Note 1: Employees must not operate electric engines on the Pit without permission from the Mechanical Foreman				
Note 2: Conductor must ride in the headend with the Engineer whenever possible.				
Note 3: 513 feet east of Governor Winthrop Blvd Grade Crossing begins NECR Palmer Subdivision				

J. 132-B1. Tracks And Switches Out of Service 07/26/26

132-B1 is replaced in its entirety.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Shore Line Jct	Thorofare
Branford Int	Branford Yard
Fitter Int	Chesebrough Warehouse
MP 103.7	Donnelly's
MP 105.6	Track 6
MP 119.7	Hendell's
MP 141.7	Westerly Yard
Atwells Int – ALCO Switch to Yard 17	9, 11, Yard 17, Providence Journal, Industrial Spur
Pawtucket Int	Turnkey Industrial Track
193.9	East Junction Yard - all tracks, switches locked/spiked for the lead to East Junction Branch
MP 204.2	Blaine's Chemical
MP 216.2-217.1	Rte 128 Ind Park between Cambridge Sound Works Switch MP 216.41 (CatPole 29/30) and East End Switch MP 216.85 (CatPole 59/60)

III. Dorchester Branch (DB)

No changes or additions

IV. Middleboro Main Line (MM)

No changes or additions

V. Main Line: Mill River to Springfield (MRS)

A. PC: Springfield Station MP 62.0 - Station Platform Out of Service 07/06/26

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

A portion of the station platform No. 8 Trk is out of service between the north stairway to a barricade erected 75 feet south.

B. PC: Temporary Station Platforms site of future Windsor Locks Station MP 48.7 09/27/25

A temporary Station Platform has been installed at MP 48.7 site of the future Windsor Locks Station, not in service. All freight dimensional moves through this area need to have a 72-hour notice and approval from the Amtrak Clearance for Movement Department.

C. PC: Construction Crossings at MP 48.8 and MP 60.1 06/26/23

Temporary Construction crossings have been constructed at MP 48.8 on the single main and at MP 60.1 on track 1 and track 2 for IMCS use.

D. PC: New Switch - MP 47.3 07/13/26

A facing point switch (No.10) for northward movements from the Single Track is installed at MP 47.3 and is equipped with a lift frog. This switch is locked and lined normal.

E. PC: Mail Track – MP 61.4 04/17/26

1. New Switch Installation

- The No. 26B Turnout Switch is installed 470 feet south of the 2N signal on the Mail Track. The switch is out of service and spiked and locked in the normal position.

F. PC: Sweeney Interlocking — Dates Below

1. Switches — 06/06/26

- Electric lock switch 61.4 at MP 61.4 on No. 2 Track is out of service, spiked and locked in the normal position.

2. Signals — 06/06/26

- The 6N signal governing northbound movement to No. 6 Track (Mail Track) is relocated 620 feet south from its current location.
- The 1N signal governing northbound movement on No. 1 Track is relocated 1,200 feet south from its current location.
- The 2N signal governing northbound movement on No. 2 Track is relocated 1,200 feet south from its current location.
- The No. 62A Turnout Switch is installed 270 feet south of the 2N signal on the Mail Track. The switch is out of service and spiked and locked in the normal position.

G. A-M1. Amtrak Crews Wyeing Equipment at Springfield — 05/04/26

A-M1 is modified. Radio Channels are located in 706-M1.

Amtrak Train and Engine service employees who wye their equipment at Springfield are governed by this instruction. Movements will be governed by signal indication and must not exceed 5 MPH on all Berkshire & Eastern (B&E) tracks north of the diamond and must contact the B&E Dispatcher at CPR1. Radio Channels are located in 706-M1.

H. 72-M1. Train Inspection Detectors — 07/09/26

72-M1 is modified. RA HB detectors are added at MP 9.9 & 55.4

SI 72-S1 applies.

Type of Detector	MP Location	Direction of Operation	Track(s)	Recorder Location
RA HB	9.9	North & South	1 & 2	North Haven
RA HB	55.4	North & South	1 & 2	Enfield

I. 104-M2. Switches Equipped with Electric Locks — 06/06/26

104-M2 is modified. The electric lock on the switch at MP 61.4 is removed.

J. 132-M1. Tracks And Switches Out of Service — 03/09/26

132-M1 is modified. The following locations and tracks/switches are added.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
North of MP 3.2/Benton Street	Hartford Siding
MP 21.5	Westvaco Siding
MP 50.4	Nutmeg Building Supply Siding

K. 706-M1. Radio Channels — 05/04/26

706-M1 is new.

Radio Channel	Channel Name	In Service Between/At	Monitored Channel	Notes
054-054	054 NED Road	Division Post MP 72.9 and Spring	x	1
023-023	023 Amtk Yard	All Amtrak Yards	…	2
027-027	027 Amtk MOW	All Right of Way Limits	…	…
047-047	047 Amtk Prod	All Right of Way Limits	…	…
076-076	076 BERX Road	BERX - Road, Berkshire and Eastern	x	4
058-058	058 BERX Disp	BERX - Dispatcher, Berkshire and Eastern	x	3, 4
046-046	046 CSX Road	CSXT - Road, Berkshire Subdivision	x	4
030-030	030 CSX NC Dsp	CSXT- Dispatcher, Berkshire Subdivision (NC Desk)	x	4
Note 1: See SI 900-M1 for Dispatcher Assigned Territories				
Note 2: In service for train movement/switching operations.				
Note 3: To wye trains at Springfield, contact the B&E dispatcher utilizing DTMF 3.				
Note 4: Adjoining railroad.				
See 714-S4. for adjacent foreign railroad phone & radio information.				

VI. Main Line: Harold to CP 216 (NYS)

A. PC: Signal Relocation (Leggett to Pelham Bay) 06/04/26

The 128-2 signal governing eastbound movements on No. 2 Trk is relocated 258 feet east of its current location.

B. PC: New Switches No. 2 Track Leggett MP 9.5 to Manor MP 18.2 06/01/26

The No. 21 switch for eastward movement is installed 2564 feet east of the No. 2W Pelham Bay Draw Bridge signal. The switch is out of service, spiked and locked in the normal position.

The No. 12 switch for westward movement is installed 4202 feet west of the No.171-2 signal. The switch is out of service, spiked and locked in normal position.

C. PC: Temporary Construction Crossings for MW use 07/01/24

New designated construction crossings have been installed between MP 5.1 Gate Interlocking to MP 17 Pelham Lane West.

D. 98-H1. Other Than Main Track Designations, Types, And Responsibilities 06/01/26

98-H1 is modified. Note 2 is modified

LOCATION	TRACK DESIGNATIONS	TRACK TYPE	IN CHARGE OF	Note
Between Gate & MP 12.2	Track No. 5	Other than Main Track	Section A Dispatcher & South Kearny Yardmaster	1, 2, 3
Note 1: The employee in charge of these tracks must grant verbal or signal permission prior to occupying, beginning movement, or making the track inaccessible.				
Note 2: IMCS Operations: Prior to performing any work, the RWIC must communicate with the “Section A” Dispatcher & South Kearny Yardmaster. No. 5 Track between MP 5.40 and MP 9.15 is owned and maintained by Amtrak.				
Note 3: Freight Operations: Prior to occupying Amtrak territory at the sign posted at MP 11.96, Freight Trains must communicate with the “Section A” Dispatcher to receive authority to occupy Amtrak controlled territory.				

VII. New York Terminal District (NYT)

Tracks will be listed as out of service through Bulletin Order if they meet any of the following conditions. Roadway Worker in Charge (RWIC) personnel must continue to protect all out-of-service tracks in accordance with Roadway Worker Protection (RWP) rules.

- *Tracks out of service due to station platform construction, such as cross-platform work or gondolas fouling the tracks.*
- *Tracks out of service as part of a planned outage where a train could still be lined or routed toward the track.*
- *Tracks that are physically disconnected for extended periods due to track construction, such as during the East River Tunnel Line 2 project.*

A. PC: New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1. Station Platform No. 1 — 06/19/23

A portion of the station platform on No. 1 track at Penn Station is out of service between the west end of the station platform to a barricade erected 100 feet east.

2. Station Platform No. 3 – 5 & 6 Tracks — 03/28/18

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3. Station Platform No. 4 – 7 Track — 02/25/19

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4. Station Platform No. 4 – 7 & 8 Tracks — 04/22/22

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5. Station Platform No. 7 – 14 Track — 04/22/22

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

B. PC: Signal Relocation (Loop Interlocking) — 07/26/26

The 1E signal governing eastbound movements on No. 1 Trk is relocated 154 feet east of its current location and will be located on the signal bridge.

C. *PC: JO and F Interlocking East River Tunnel Rehab (Line 2) — Dates Below

1. Signals removed from Service — 06/24/26

The following automatic signals are removed from service.

- Automatic signal 2E02 on No. 2 track has been removed.
- Automatic signal 2E04 on No. 2 track has been removed.
- Automatic signal 2E05 on No. 2 track has been removed.
- Automatic signal 2E07 on No. 2 track has been removed.
- Automatic signal 2E08 on No. 2 track has been removed.
- Automatic signal 2E11 on No. 2 track has been removed.
- Automatic signal 2E14 on No. 2 track has been removed.
- Automatic signal 2E17 on No. 2 track has been removed.
- Automatic signal 2E20 on No. 2 track has been removed.
- Automatic signal 2E21 on No. 2 track has been removed.
- Automatic signal 2E24 on No. 2 track has been removed.

2. New Control Point CP Low Signals — 08/03/26

- A new westbound controlled signal, No. 582W, has been erected 1,045 feet east of 1st Avenue, for westbound movements within Line 2.
  - No. 582W Signal is a high color light signal mounted on a signal mast capable of displaying:
    - Rule 280a- Clear to the Next Interlocking

- Rule 281- Clear
- Rule 281a- Cab Speed
- Rule 282a- Advance Approach
- Rule 285- Approach
- Rule 290- Restricting
- Rule 292- Stop Signal

3. Updated JO Int Signals 08/03/26

- The former automatic signal, No. 2E02 governing eastbound movements, is converted to a controlled signal, No. 580E, for eastbound movements to Line 2 to within JO Int.
  - No. 580E Signal is a high color light signal mounted on a signal mast capable of displaying:
    - Rule 280a- Clear to the Next Interlocking
    - Rule 281- Clear
    - Rule 282a- Advance Approach
    - Rule 285- Approach
    - Rule 290- Restricting
    - Rule 292- Stop Signal

4. Updated F Int Signals 06/26/26

- Interlocking signal, No. 708WA governing westbound movements from F Interlocking to Line 2 is capable of displaying the following additional aspect:
  - Rule 280a- Clear to the Next Interlocking
- Interlocking signal, No. 704W governing westbound movements from the Line 2 Connecting Track at F Interlocking to Line 2 is capable of displaying the following additional aspect:
  - Rule 280a- Clear to the Next Interlocking

D. PC: Between Q Switching Center through R Interlocking (Sunnyside Yard) 06/22/26

In conjunction with the installation of the Ready Tracks for the Next Generation Acela Trains, the following PC Changes are in effect.

1. Tracks

- 1,425 feet of track, designated as RA3, has been constructed between the 57 switch in Q Switching Center and the 65 switch in R Interlocking. RA3 is currently a stub end track with crossties/Barricade located 210 feet west of the 65 switch in R Interlocking and is only accessible from Q Switching Center.
- 1,302 feet of track, designated as RT1, has been constructed between the RT1/RT2 switch at R Interlocking and the 99 switch at Q Switching Center.
- 1,625 feet of track, designated as RT2, has been constructed between the 60E signal at R Interlocking and the 99 switch at Q Switching Center.

2. Signals

- A new westbound dwarf signal, No. 60WF has been erected on the west end of RT2 track, for westbound movements to Sub 1, Sub 2, Sub 3 and Sub 4 within Q Switching Center.
  - No. 60WF is a dwarf position light signal capable of displaying:
    - Rule 290- Restricting
    - Rule 292- Stop Signal
- A new westbound dwarf signal, No. 60WG has been erected on the west end of RT1 track, for westbound movements to Sub 1, Sub 2, Sub 3 and Sub 4 within Q Switching Center.
  - No. 60WG is a dwarf position light signal capable of displaying:
    - Rule 290- Restricting
    - Rule 292- Stop Signal
- A new westbound dwarf signal, No. 60WH has been erected on the west end of RA3 track, for westbound movements to Sub 1, Sub 2, Sub 3 and Sub 4 within Q Switching Center.

- No. 60WH signal is dwarf position light signal capable of displaying:
  - Rule 290- Restricting
  - Rule 292- Stop Signal

3. Switches

- The No. 97 Switch is installed 490 feet east of the No. 59 switch at Q Switching Center.
- The No. 99 Switch is installed 535 feet east of the No. 59 switch at Q Switching Center.

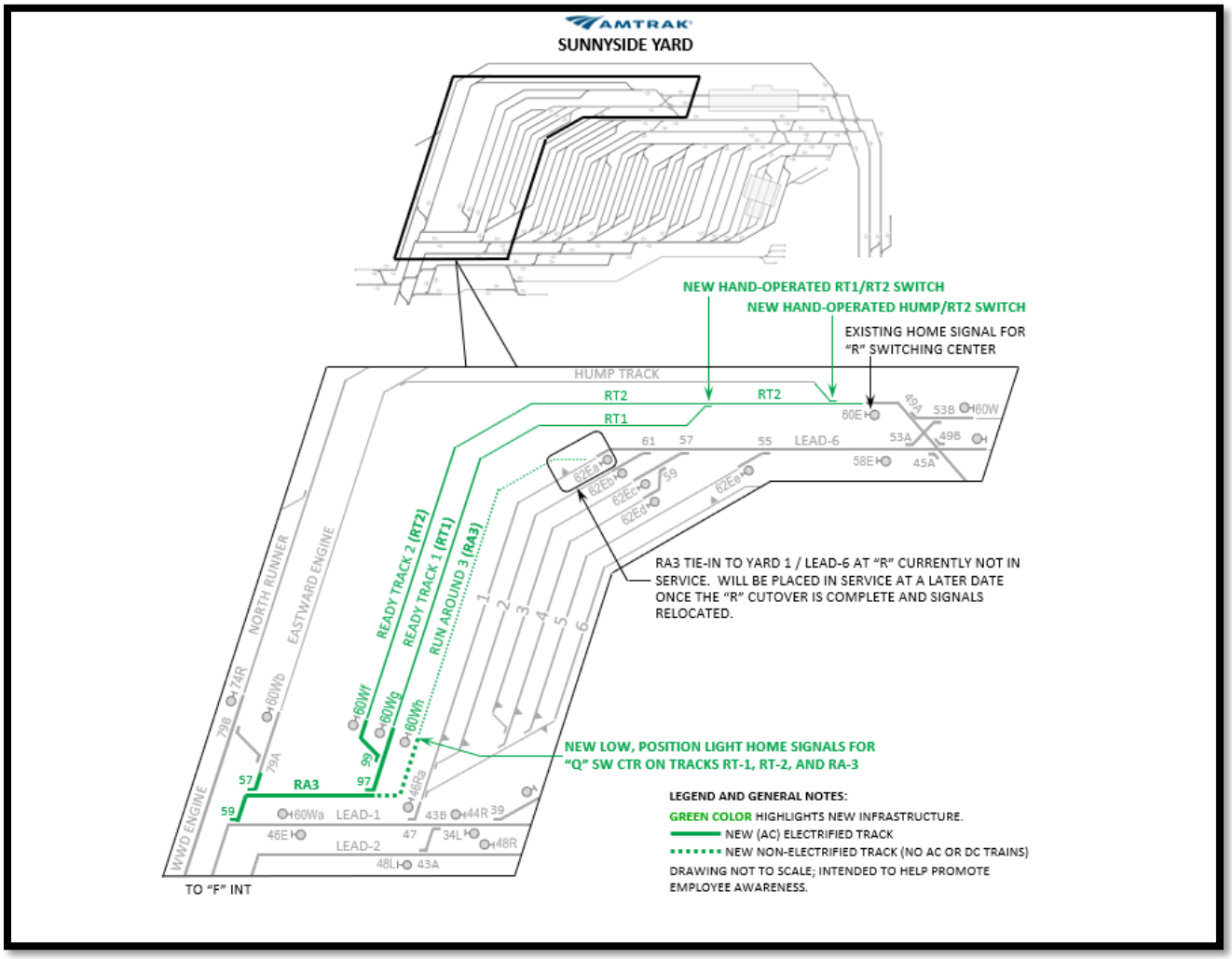
4. AC Motor Stop Signs

- AC Motor Stop Signs have been erected on RA3 track and located 50 feet east of No. 99 switch at Q Switching Center.

5. New Platform (NGHST Ready Tracks)

700 feet length of new platform is constructed between the 99 switch in Q Switching Center and Honeywell overhead bridge (RT1/RT2 switch in R Interlocking).

(Map for reference use only)


AMTRAK
SUNNYSIDE YARD
NEW HAND-OPERATED RT1/RT2 SWITCH
NEW HAND-OPERATED HUMP/RT2 SWITCH
EXISTING HOME SIGNAL FOR "R" SWITCHING CENTER
HUMP TRACK
RT2
RT1
LEAD-6
READY TRACK 2 (RT2)
READY TRACK 1 (RT1)
RUN AROUND 3 (RA3)
RA3 TIE-IN TO YARD 1 / LEAD-6 AT "R" CURRENTLY NOT IN SERVICE. WILL BE PLACED IN SERVICE AT A LATER DATE ONCE THE "R" CUTOVER IS COMPLETE AND SIGNALS RELOCATED.
NEW LOW, POSITION LIGHT HOME SIGNALS FOR "Q" SW CTR ON TRACKS RT-1, RT-2, AND RA-3
LEGEND AND GENERAL NOTES:
GREEN COLOR HIGHLIGHTS NEW INFRASTRUCTURE.
NEW (AC) ELECTRIFIED TRACK
NEW NON-ELECTRIFIED TRACK (NO AC OR DC TRAINS)
DRAWING NOT TO SCALE; INTENDED TO HELP PROMOTE EMPLOYEE AWARENESS.
NORTH RUNNER
EASTWARD ENGINE
WWD ENGINE
LEAD-1
LEAD-2
RA3
TO "F" INT

E. Station Page 06/24/26

The station page is modified. CP Low is added.

STATIONS		MP	INT	PS	NOTES
JO	**R**-PSCC	0.1	X	...	6
CP LOW	**R**-PSCC	1.4	…	…	7
F	**R**-PSCC (Sunnyside Yard) (North Runner Trk) (Sub 1, 2 & 3 Running Trks.) (Loops: "A", 1 & 2 Running Trks.)	3.0	X	...	1, 2, 4, 5
Note 7: Westbound controlled signals					

F. 240-T1. Signal Rules and Current of Traffic 06/24/26

240-T1 is replaced in its entirety. 562 rules are in effect on Line 2 between JO & F

Between	Tracks				Notes
	4	3	2	1	
A & JO	Interlocking Rules in effect on Tracks 15 through 5				...
A & C	Interlocking Rules in effect on Tracks 18 through 16				...
KN & C	Interlocking Rules in effect on Tracks 21 through 19				...
C & F	261	261	…	…	...
JO & F	…	…	562	261	…
F & Harold	261	261	261	261	1
Note 1: Interlocking Rules and CSS Rules in effect for movement in both directions on: Line 2 Connection, Eastbound Reroute, Loop 1					

G. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 06/26/26

37-T1 is modified. Amtrak Capitoliner Control Cars, series 9632 through 9651 and conference car 9800 are unrestricted through the East River Tunnel Line 2.

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
*Amtrak Capitoliner Control Cars, series 9632 through 9651 and conference car 9800 are restricted to 50 MPH through the East River Tunnels lines 1, 3 and 4, between JO & C to F.				
*Amtrak car 9800 must not exceed 30 MPH between signal locations listed in 37-T6.				

H. 37-T6. Speed Restrictions: Amtrak Car 9800: JO & C to F 06/26/26

37-T6 is modified. The restriction on Line 2 is removed.

Amtrak car 9800 must not exceed 30 MPH when operating within the specified limits of the East River Tunnels below:

Track	Eastward	Westward
No. 1 (Line 1)	1E08-1E14	1E15-1E09
No. 3 (Line 3)	3E08-3E14	3E17-3E07
No. 4 (Line 4)	4E08-4E14	4E15-4E07

I. 43-T2. Close Clearance: Sunnyside Yard 06/23/26

43-T2 is retitled and modified. The Ready Tracks are added.

1. Car Shop and Locomotive Servicing Tracks

- Within the Sunnyside Locomotive & Coach Repair Shop, the ground along the north and south sides of Tracks 38 (Wheel 4) and 39 (Wheel 5) is marked in red due to close clearance. Equipment or other obstructions adjacent to these tracks and within the red area will foul these tracks. Equipment operating on these tracks encountering equipment or obstructions within the red area must stop immediately and may not continue movement until the equipment or obstruction is clear.

2. Ready Tracks

- Ready Track 2 (RT2). A temporary chain link fence is installed on north side of RT2. Three manholes with close clearance signs are located within the fencing along RT2.

J. 104-T3. Sunnyside Yard - Movement Restrictions 06/30/26

104-T3 is replaced in its entirety. Q & R Switching Centers and T & Loop are now controlled by SECTION S. All mentions of Operator have been replaced with SECTION S.

At most locations in Sunnyside Yard, movement from 2 or more-yard tracks into Q and R Switching Centers are governed by a common signal. At these locations, trains operating from Sunnyside Yard to Q or R must obtain verbal permission from SECTION S before accepting the signal or fouling the switches prior to the signal.

K. *132-T1. Tracks And Switches Out of Service 08/03/26

132-T1 is modified. No. 1A Trk is added.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
A Int - E Yard	Tracks 4E, 5E, 6E.
Q Switching Center	Sub 4 Track; Q Spur between barricades erected 50 feet west of No. 49 crossover in reverse position and a barricade erected 50 feet east of No. 50 turnout in normal position.
	No. 4 Lead
	No. 5 Lead
A Int – A Yard	No. 1A Trk from the west end of No. 1A Trk to a barricade erected 350 ft east

L. 277-T1. Duplicate Signals 06/26/26

277-T1 is modified. Trk 2 East River Tunnel signals are removed.

1. Duplicate signals are on the left side of the track at:

- Signal 4E21, Trk 4 East River Tunnel, designated R4E21.

2. Duplicate signals are on the right side of the track at:

- Signal 3E21, Trk 3 East River Tunnel, designated R3E21.

VIII. System Instructions

A. Appendix A Emergency Procedures for Tunnels 05/04/26

'Appendix A' is retitled 'Appendix A Emergency Procedures for Tunnels'

B. Appendix B Form Section 05/04/26

This section is deleted in its entirety.

The most up-to-date forms are located on the Amtrak All Aboard Corporate Forms page. There are also forms located within Comply365 under the "Forms" tab.

C. Electrical Operating Rules and Instructions AMT-2

No changes or additions

D. Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions 06/01/26

1. 1.0 General

a) 1.1 Definitions 09/01/25

The "Car Mover" definition is new and relates to Mechanical and IMCS employees.

CAR MOVER: A road-rail vehicle capable of traveling on both roads and tracks fitted with a coupler(s) for repositioning rolling stock equipment.

The "Switching (Yard) Operations" definition is modified to define the repositioning of equipment and adding "assembling a train".

SWITCHING (YARD) OPERATIONS: Repositioning equipment; assembling a train, loading, unloading, or servicing; or placing locomotives or cars on tracks for repair or storage. During switching operations, the brake pipe must be charged, except when the brake pipe is defective or damaged.

NOTE: Switching (Yard) Operations is not considered a train movement.

The definitions for High-Speed Train (HST), Non-Powered Control Unit (NPCU) & Push-Pull Trains are new.

High-Speed Train (HST): A train composed of semi-permanently coupled Tier II train passenger equipment.

Non-Powered Control Unit (NPCU): A locomotive without propelling motors but with one or more control stands.

Push-Pull Train: A train that can be operated from either end. Exception: Locomotive consists consisting of only locomotives, and/or HSTs, are not considered Push-Pull trains.

b) 1.5.1 Amfleet Cars – Air Bellows 07/07/25

AMT-3 1.5.13 is modified. The procedures for identifying an over-inflated Air Bellow are identified below.

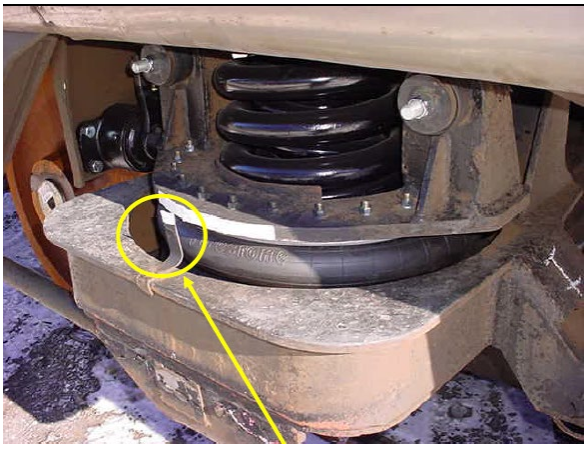
(1) When Under-Inflated – No action necessary except to report on EMAP 21-A.

(2) When Over-Inflated – Speed of train reduced per System General Order and bellows deflated as soon as practicable.

(a) An Air Bellow can be identified as being over-inflated when:

i. The top of the indicator mounted on the bolster is below the level of the white mark on the spring carrier; or,

ii. The top of the indicator mounted on the bolster is below the level of the top of the air bellow.



(3) Deflating Air Bellows

(a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).

(b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Open “Deflate Air Spring Valve“. (Located near air spring supply cocks and has a red handle.)

(d) After bellows are deflated resume normal speed.

(4) Cars Not Equipped With “Deflate Air Spring Valve”

(a) Locate “Air Spring Cutout“ badge plate on car side sill (each end of car).

(b) Close both “Air Supply Cocks“ on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Operate at speeds per System General Order to next terminal.

(d) Notify Train Dispatcher as soon as possible.

c) 1.5 Equipment – Locomotives, Cars and Other Equipment

(1) 1.5.7 Operation of Dead General Electric Locomotives P32-BWH, P32AC-DM, P-40BH or P-42BH in Lead with a Multiple Unit Consist 11/03/25

AMT-3 1.5.7 is replaced in its entirety.

P42c reference, instruction for “behavior if HEP is not available” are added.

When operating P42c Control Cars or P32-BWH, P32AC-DM, or P-42BH locomotives that do not have running prime movers - or P32AC-DM locomotives with their prime movers shut down and not in electric mode - HEP must be supplied to that unit from another locomotive. This is accomplished by properly connecting and setting up HEP from a trailing unit in the consist. If the proper HEP connections and settings are not made between the units in the consist, the batteries will discharge, causing the NO BATTERY CHARGE circuit feature to disconnect safety-critical components – e.g., IFD screens, horn, and headlight.

A. Proper HEP arrangement is as follows:

1. Connect all HEP cables between all units in consist.

2. If GE locomotive is trailing unit and will supply HEP:

a. HEP Mode Switch – Normal

b. HEP Locomotive Position Switch – Trail

3. Lead (Dead) GE unit:

a. HEP Mode Switch – Off

b. HEP Locomotive Position Switch – Lead

4. After ensuring proper setup and feed of HEP, the battery charge ammeter must be observed for charging, and note that the NO BATTERY CHARGE indicator light is not illuminated.

- If the NO BATTERY CHARGE light is illuminated after HEP is properly connected and supplied, reset the Battery Connect Pushbutton (BCPB) on the electrical control panel. If the BCPB will not reset and the battery ammeter indicates batteries are not charging, or if the prime mover is unable to be restarted, another lead unit should be added to the consist, or the locomotive consist (if coupled in multiple) will have to be shifted.
- Pneumatic operation requires all multiple-unit hoses to be coupled for air supply and air brake control of the consist.

NOTE: DO NOT CUT IN THE DEAD ENGINE FEATURE

d) 1.5.13 Damaged/Defective Air Hoses 07/07/25

AMT-3 1.5.13 is new. If an air hose is damaged or defective and must be replaced, NRPC Form 1918, eMAP21-A/MAP100 must be completed, and the defective hose must be reported to the CNOC Mechanical Desk.

(1) If an air hose is damaged/defective and must be replaced, follow the steps below:

(a) After removing the hose, using form NRPC 1918 ‘Bad Order Equipment’, tag the hose as damaged/defective and complete the required information.

(b) Store the damaged/defective hose in the tools/accessory storage container in the machine room/radiator compartment on the lead locomotive. If the damaged/defective hose was on a car, document on the EMAP 21-A; if the damaged/defective hose was on a locomotive, document on the MAP 100. Note the car/locomotive number and which end of the equipment had the defective hose (A or B end for cars and Front or Rear for locomotives).

(c) Report the defective hose to the CNOC Mechanical desk.

(d) Amtrak Mechanical will retrieve the damaged/defective hose from the lead locomotive for analysis during the calendar day inspection.

2. 2.0 Operations 06/01/26

a) 2.1 Locomotives - Non-Complying Condition (Defect) Discovered En Route At Other Than Calendar Day Inspection Point 08/05/24

AMT-3 2.1 has been modified to extend through 2.1.36.

NOTE: For instructions 2.1.1 through 2.1.36, any non-complying condition (defect) discovered en route must be documented per instruction 3.1.15. In addition to particulars noted in instructions 2.1.1 through 2.1.36, crews must comply with the following:

(1) Locomotive may continue in use to the next Amtrak locomotive repair facility,

(2) Complete the non-complying tag per instruction 3.1.15,

(3) Note defect(s) on MAP 100,

(4) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that the non-complying locomotive is in the consist or train,

(5) Notify the CNOC mechanical desk at 1-800-424-0217 as soon as possible without delaying the train.

- If applicable, notify the Siemens mechanical desk at CNOC at 1-302-683-2753.
- If applicable, MARC locomotive issues are to be reported to the Amtrak Commuter Operations Center at 1-202-906-2772.

b) 2.1.36 Locomotive Fire Extinguishers. 08/05/24

AMT-3 2.1.36 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

c) 2.6 Locomotives - Locomotive Air Brake and Equipment Set Up 08/04/25

(1) 2.6.6 Complete the following procedure to prevent trapped air in the independent brake system when setting up on units without an MU-2A or a Dual-Ported Cutout Cock:

AMT-3 2.6.6 is modified to include setting up on units without an MU-2A or a Dual Ported Cutout Cock.

(a) Secure equipment per instruction 2.14, if unattended.

(b) Make a full service brake reduction with the ABV handle.

(c) Wait for the air exhaust to stop.

(d) Place the Independent Brake handle in the "RELEASE" position **(DO NOT ACTUATE BRAKE CYLINDER PRESSURE)**

(e) Move the brake pipe cutoff pilot switch to the "TEST" position for 10 seconds.

(f) Move the brake pipe cutoff pilot switch to "TRL" position.

(g) Move the ABV handle to the "HANDLE OFF" position.

(h) Ascertain that brake cylinder pressure fully releases on the Push, Double Heading, or In-Train locomotive when train brakes are released. If brake cylinder pressure does not fully release, perform the following from the Push, Double Heading, or In-Train locomotive brake valve:

i. Move brake pipe cutoff pilot switch to "TEST" position.

ii. Actuate brake cylinder pressure.

iii. Return brake pipe cutoff pilot switch to "TRL" position.

(i) If a locomotive is in Double Headed (Helper) Service or a train consist with no MU cables connected, an employee must immediately take position in the operating control compartment to observe for a locked axle indication.

(2) 2.6.7 Changing Ends Procedure Push-Pull Trains: 08/04/25

AMT-3 2.6.7 is new. This instruction is for when the Push Pull Equipment "changes ends" and the proper order of the procedures must take place.

(a) Secure equipment per instruction 2.14, if unattended.

(b) Move the Automatic Brake handle to HANDLE OFF (HO).

(c) Allow brake pipe pressure to completely deplete to 0 PSI as indicated by the brake pipe pressure gauge.

NOTE: Where equipped, analog and digital brake pipe gauges should both show 0 PSI. If a brake pipe gauge settles at a value above 0 PSI, wait 10 seconds to ensure that the brake pipe is completely exhausted.

(d) If applied, move the Independent Brake handle to release. If equipped, leave the MU-2A or dual ported cut-out cock in LEAD, DEAD or IN.

NOTE: On NPCUs, where equipped, remove the Independent Brake handle if removable, and store.

(e) CUT OUT the Automatic Brake by positioning the ABV Cutoff Valve to Out/TRL

NOTE 1: Ensure that there has been no release of brake cylinder pressure during this step.

NOTE 2: On Siemens equipment (ALC-42, SC44, ACS-64) ensure 20 pipe is at 0 PSI.

(f) Place the reverser in ISOLATE/NEUTRAL and remove the handle.

(g) Turn the headlight OFF; turn the marker lights ON. Verify that the headlight and auxiliary lights are off and the marker lights are lit. When practical, inspect the train from the ground while walking to the opposite end.

(h) Ensure that the proper pantograph is raised and visually inspected, if applicable.

(i) If applicable, insert the Independent Brake Valve handle. Fully apply the Independent Brake. If equipped, ensure the MU-2A or Dual Ported Cutout Cock is cut in (LEAD, DEAD, or IN) and set up as described by Table A.

(j) Insert the reverser and place it in an active position.

(k) Move the Automatic Brake handle to RELEASE. Allow Equalizing Reservoir to charge to 110 PSI, then CUT IN the Automatic Brake by positioning the ABV Cutoff Valve to PASS/IN/LEAD and allow system to fully charge.

(l) Turn marker lights OFF; turn headlight ON.

(m) Perform required brake tests. Release all handbrakes/parking brakes.

d) 2.7 Locomotives – Sealing of Protective Devices on Locomotives 09/27/25

2.7 is modified. It is no longer required to record the numbers on the MAP 100 form.

e) 2.7.1 Mechanical forces will verify cutouts (switches and cocks) or enclosures for safety devices are properly positioned, then apply seals:

2.7.1 is modified. It is no longer required to record the numbers on the MAP 100 form.

f) 2.7.2 Reserved for Future Use

2.7.2 is deleted and reserved for future use.

g) 2.10 Train Make Up – General 07/07/25

(1) 2.10.2 When coupling or uncoupling equipment, care must be taken to prevent injury or damage.

AMT-3 2.10.2 is revised in its entirety. This instruction will standardize and clarify coupling speeds in the Amtrak system.

(a) Coupling must be made at the minimum speed required to complete the coupling, but not exceeding 2 MPH.

(b) Before coupling or uncoupling equipment, all employees and passengers on board must be notified on the PA system of the potential equipment movement.

h) 2.14 Train Make Up – Securing Equipment 08/07/23

The following is added to AMT-3 Instruction 2.14 "Train Make Up – Securing Equipment."

Equipment to be Secured	On All Tracks
One car	1. Apply hand/parking brake. **NOTE:** If on a grade and the locomotive is on the downhill side of the car, stretch the slack; if the locomotive is on the uphill side of the car, bunch the slack. 2. Release air brakes on car only. 3. Wait one minute. 4. If car does not move, hand/parking brake is effective. 5. Apply air brakes. 6. For a single car, chock both sides of one truck or one wheel. 7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-5. 8. If car does not move, chocks are effective.
Two or more cars	1. Apply hand/parking brakes on at least two cars. **NOTE:** If on a grade and the locomotive is on the downhill side of the cars, stretch the slack; if the locomotive is on the uphill side of the cars, bunch the slack. 2. Release air brakes on cars only. 3. Wait one minute. 4. If cars do not move, hand/parking brakes are effective. 5. Apply air brakes. 6. If hand/parking brakes are not effective, apply more hand/parking brakes on cars. Repeat steps 2-5. 7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel. Repeat steps 2-5. 8. If cars do not move, chocks are effective.
	On All Tracks
Locomotives **(Single Or Multiple)**	1. Apply all hand/parking brakes on all locomotives. 2. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 3. Wait one minute. 4. If locomotive(s) do not move, the hand/parking brakes are effective; proceed to Step 6. 5. If the hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4. 6. For a single locomotive, chock both sides of one truck or one wheel. 7. Secure the locomotive consist. a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position. d. Place reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped.

Equipment to be Secured	On All Tracks
	NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".
Locomotives with Cars (Coupled Together)	1. Apply all hand/parking brakes on all locomotives. 2. No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes). 3. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 4. Wait one minute. 5. If equipment does not move, the hand/parking brakes are effective; proceed to Step 8. 6. If equipment moves, apply the automatic and independent brake, then apply more hand/parking brakes as needed. Repeat steps 3-5. 7. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary; if equipment does not move proceed to Step 8. 8. Secure the locomotive consist. a. Make a "Full Service" brake application with the ABV handle. b. Place the independent brake in the "Full Application" position, if equipped. c. Place the throttle / controller in "IDLE" or "OFF" position. d. Place the reverser in "NEUTRAL" position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place the generator field switch/breaker in the "OFF" or "DOWN" position, if equipped. f. Place the isolation switch in the "ISOLATE" position, if equipped. **NOTE:** GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing "STANDBY HEP".

i) 2.14.5 Securing Equipment Left Unattended 01/05/26

AMT-3 2.14.5. A "Note" is added for exceptions regarding chock placement.

AMT-3 2.14.5 "note" is added. Exceptions for the NextGen HST are added.

NOTE: Unless it is necessary as defined above, the use of chocks is prohibited on:

- Tracks adjacent to high-level station platforms,
- Tracks equipped with a third rail,
- High Speed Trainsets

NOTE: For the purpose of securing equipment, the NGHST must be left in retention mode. The equipment is considered secured when the controller has been placed into the full service position, the parking brake has been applied, and the parking brake status has been verified on the TOD.

j) 2.15.6 The following factors will affect the slowing and stopping ability of trains:

AMT-3 2.15.6 is modified. This instruction is for a running brake test requirement in heavy or mountain grade territory.

When operating in locations designated by Timetable as Heavy or Mountain Grade territory, prior to cresting the grade, a Running Brake test will be performed. If braking performance is found to be insufficient, the train must be stopped and inspected prior to operating downhill. Refer to territory specific Special Instructions for additional requirements.

k) 2.15.14 Dynamic Braking 11/21/22

Two notes are added to the end of AMT-3 2.15.14

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

l) 2.16.4 Slowing or Stopping Using Dynamic Brake 11/21/22

Two notes are added to the end of AMT-3 2.16.4

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

m) 2.16.5 Slowing or Stopping Using Air Brakes **07/14/25**

AMT-3 2.16.5 E, F are modified to add NGHST exceptions.

E. Where conditions permit, slowdowns or stops should be made with not more than 15 psi total automatic brake pipe reduction.

EXCEPTION: NGHST train slowdowns or stops should be made using no greater than Suppression.

F. Leave a minimum 12 psi reduction on train while stopped and independent brake to full application, if equipped.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

n) 2.16.8 Stopping Immediately After Starting **07/14/25**

AMT-3 2.16.8 E is modified to add an NGHST exception.

E. Leave a minimum 12 psi reduction on train while stopped, and independent brake to full application.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

3. 2.19.2 En Route Movement Instruction **07/14/25**

The following instruction is revised to add a Note: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC. AMT-3 2.19.2 "note" is modified to add NGHST designation.

a) When operative brakes become less than 85%, BEFORE PROCEEDING, notify train dispatcher and contact QMP at CNOC mechanical desk for instructions. CNOC may be contacted either directly at 1-800-424-0217 or through the train dispatcher.

(1) Trains with 84%-75% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 40 mph whichever is less.

(2) Trains with 74%-50% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 20 mph whichever is less.

(a) Every effort must be made to increase operative brake percentage above 74% by setting out the defective car(s).

(b) If not possible to increase operative brake percentage above 74% by setting out defective car(s):

(c) Train may be moved in passenger service to the next location where passengers can be safely detrained.

(d) After all passengers are discharged, the equipment will be moved to the nearest location where the necessary repairs can be made.

NOTE: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC.

(3) When hand/parking brake is located **INSIDE** equipment, proceed with hand/parking brake manned.

Note: Defective brakes on front or rear semi-permanently attached passenger equipment (i.e., High Speed Trainset, NGHST or rear of Talgo) does not constitute defective brakes on front or rear passenger equipment.

4. 2.19.3 Determining Percent Operative Brakes **07/14/25**

AMT-3 2.19.3 "D" is added. Each cut out axle on an NGHST power car counts as 1 cut out axle.

D. Each cut out axle on an NGHST power car counts as 1 cut out axle.

5. 2.19.7 Non-Revenue Movement of Passenger Equipment with Power Brake Defects for Repair 12/04/23

The following instruction is new.

(1) Passenger equipment containing a power brake defect at the time that a Class I or IA brake test is performed may only be moved after all of the following instructions are complied with:

(a) The equipment is moved for purposes of repair without passengers.

(b) Operating restrictions based on percent operative power brakes in a train are observed:

i. Trains with 84% to 75% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 40 mph, whichever is less.

ii. Trains with 74% to 50% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 20 mph, whichever is less.

(2) Operating restrictions on passenger trains with inoperative power brakes on the front or rear unit are observed:

(a) *Speed* must *not exceed 20 mph.*

(b) When the hand/parking brake is located inside the equipment, proceed with the hand/parking brake manned.

NOTE: Only when necessary, equipment with inoperative brakes may be positioned on the front or rear of the train.

(3) The passenger equipment is tagged on both sides, and information is recorded in the Amtrak WMS tracking system. The following information is recorded on the tags and in WMS:

(a) The reporting mark and car or locomotive number;

(b) The name of the inspecting railroad;

(c) The name of the inspector;

(d) The inspection location and date;

(e) The nature of each defect;

(f) The destination of the equipment where it will be repaired; and

(g) The signature, if possible, and the job title of the person reporting the defective condition.

a) 2.21 Train Handling - Yard Service Switching 12/01/25

AMT-3 2.21.1 through 2.21.17 are replaced in their entirety. Car Movers have been added, and procedures have been clarified for switching. "Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in" is added.

Before moving equipment:

2.21.1 Ensure Blue Signal Protection has been removed on the equipment to be moved.

2.21.2 Brake pipe must be charged on entire train when switching, except when brake pipe is defective, damaged, or absent.

2.21.3 All trucks must be cut-in, except when brake system is defective, damaged, or absent.

2.21.4 Ensure hand/parking brakes are released prior to moving equipment.

2.21.5 Ensure chocks are removed prior to moving equipment.

2.21.6 Perform a Standing Locomotive Brake Test per instruction 3.6, or car mover inspection.

2.21.7 Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in. Ensure brakes apply and release on the last car.

2.21.8 Prior to uncoupling equipment, disconnect all cables, chains, and curtains between equipment that is to be uncoupled.

2.21.9 Prior to moving equipment, crews must ensure that all cables and air hoses have been disconnected from ground power and ground air sources.

When moving, coupling and uncoupling equipment:

2.21.10 Before placing car(s) in a track, determine if there is sufficient room to hold the car(s).

2.21.11 Watch for close clearance. Stop movement if unsure whether equipment will clear.

2.21.12 Before coupling to standing equipment, verify that equipment is properly secured per instruction **2.14** to prevent rolling if coupling is not made. Chocks must not be removed until coupling is made.

2.21.13 When possible, cars must be uncoupled on straight track instead of curves or in turnouts.

2.21.14 When coupling equipment, especially in curves and turnouts, ensure that couplers are properly positioned to prevent damage.

2.21.15 A safety stop must be made (approximately 50 feet) just prior to coupling to any equipment. A safety stop is not required when distance between standing equipment is less than 50 feet.

2.21.16 When switching, equipment must not be placed in the foul until switch / switches are properly aligned.

2.21.17 After coupling equipment, the train must be double stretched to ensure a successful coupling has been made.

2.21.18 In the event the equipment does not couple as intended, uncouple, and inspect both couplers. Open and close each knuckle to check for lock drop and engagement, free of binding. Attempt to couple equipment again and if another failed coupling occurs, equipment must be moved to a repair or servicing track for proper repair.

2.21.19 Secure unattended equipment per instruction 2.14.

2.21.20 Once the train is assembled and switching is complete, the requirements of instruction 1.5.5 Coupler Locking Pins apply.

6. 3.0 Equipment Inspections / Brake Tests 06/01/26

a) 3.1 Locomotives – Employee Responsibility – Locomotive Inspection, Testing and Documentation

b) 3.1.1 When first taking charge of a consist, the Engineer will check each locomotive and/or cab car in consist to determine:

AMT3 3.1.1 is deleted and replaced in its entirety.

A. A MAP 100 is located on each locomotive and/or cab car in consist to determine that the unit has a valid Locomotive Calendar Day Inspection,

B. Air brakes handles and cut-outs are configured per Table A,

C. Switches, lights, and pantographs (if so equipped) are configured correctly for position in train and direction of movement.

NOTE: When MAP 100 is referenced in the following instructions, MARC Locomotives and Cab Cars may use the ECR 100 Calendar Day Inspection Form

c) 3.1.2 Determining Level of Fuel on Diesel Locomotives

AMT-3 3.1.2 B. is changed from "OR" to "AND", requiring the fuel sight glasses to be observed.

B. Without delay to the train and when safe conditions exist, observe the fuel sight glasses, fuel gauge AND fuel monitor to determine if sufficient fuel exists to reach final terminal or next scheduled fueling point. After determining fuel level, note on the back of the MAP 100 of each unit the total gallons, location, date and time.

d) 3.1.3 Locomotive Calendar Day Inspection Requirement

3.1.3 b) is modified. MAP 100 information will be entered in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section. Letter G is added. A note is added.

NOTE: This instruction also applies to non-complying locomotives.

(4) The date on which a locomotive(s) receives the last calendar day inspection and test will be determined by the MAP 100 information entered in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and approving Unit For Service" section. The information of the previous calendar day inspection in accordance with 49 CFR 229 will be entered in the "Previous Calendar Day Inspection" box in the top right corner of the MAP 100.

(5) The Daily Mechanical inspections, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete until the Supervisor/QMP/Locomotive Engineer approves and signs the signature block in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit For Service" section. This timestamp will start the clock for the locomotive's inspections.

e) 3.1.11 Reserved for Future Use

3.1.11 is deleted and reserved for future use.

NOTE: For a Mechanical Inspection and Air Brake Test to remain valid, the locomotive must be used within 72 hours from its inspection time.

f) 3.2 Locomotives – Locomotive Calendar Day Inspection Procedure When Performed by Engineer 09/27/25

AMT-3 3.2 has been modified to add 3.2.43.

NOTE: If a non-complying condition is discovered at a location where a locomotive cannot be repaired or replaced on a revenue passenger train, comply with instruction 2.1.

NOTE: As indicated by instruction 3.2.41, the Locomotive Calendar Day Air Brake Test (instruction 3.3) is part of the Locomotive Calendar Day Inspection and MUST be performed in addition to instruction 3.2.

NOTE: For instructions 3.2.4 through 3.2.40 and 3.2.43, any non-complying condition discovered during this inspection must be documented per instruction 3.1.15. In addition to particulars noted in instructions 3.2.4 through 3.2.40 and 3.2.43, the following must also be complied with:

(1) Complete the non-complying tag per instruction 3.1.15,

(2) Note defect(s) on MAP 100,

(3) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that a non-complying locomotive is in the consist or train.

(1) 3.2.3 Verify cutouts (switches and cocks) or enclosures for safety devices listed on MAP 100 are properly positioned and sealed:

3.2.3 is modified. It is no longer required to record the numbers on the MAP 100 form.

(2) 3.2.42 Complete a new MAP 100 to be left on each locomotive, as follows (Section 5 Tables and Forms):

3.2.42 is deleted and replaced in its entirety.

(a) MAP 100

i. Complete the first line, Unit #.

ii. In the "Daily Mechanical Inspection" section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.

iii. In the "Locomotive Calendar Day Air Brake Inspection" section for the CONTROLLING locomotive, check the applicable space for "F-End" or "R-End". If the locomotive is a trailing unit, check "N/A".

iv. In the "Locomotive Calendar Day Air Brake Inspection" section for ALL locomotives in the consist, check the applicable "Pass", "Fail", or "N/A" if the ECP brake equipment has been inspected and tested.

v. In the "Locomotive Calendar Day Air Brake Inspection" section for ALL locomotives in the consist, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.

vi. From the previous MAP100, copy the date, time completed and location information from the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section to the "Previous Calendar Day Inspection" section on the top right corner of the new MAP 100. This will serve as an inspection record per 49 CFR 229.21.

vii. In the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided.

viii. Enter a description of any defective or non-complying condition in the "Failure En Route / Equipment Condition" section.

(1) Contact CNOC mechanical desk at 1-800-424-0217 before going off duty to report that inspection has been performed and whether any defects were noted.

g) 3.2.43 Locomotive Fire Extinguishers. 08/05/24

AMT-3 3.2.43 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

h) 3.4 Locomotives – Mechanical Department Locomotive Air Brake Daily Inspection

(1) 3.4.12 Cutouts for various safety devices and/or enclosures to such devices must be properly positioned and sealed.

3.4.12 is modified. It is no longer required to record the numbers on the MAP 100 form.

i) 3.5.1 A Locomotive Consist Air Brake Test is required when a locomotive consist changes. 06/05/23

The following is added to AMT-3 3.5.1 as paragraph C.

Prior to departure, Over-the-road lite and multiple lite locomotive movements must be tested per Locomotive Calendar Day Air Brake Test (Instruction 3.3) from the controlling locomotive and must have a completed MAP 100 and MAP 1173/10C Summary, with the "Lite Loco Move" box checked.

j) 3.6 Locomotives – Standing Locomotive Brake Test 05/02/22

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test. 2.6 is replaced by 3.7.

Standing Locomotive Brake Test	
Step	**Action**
Automatic Brake Test	
15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction 3.7).

k) 3.9 Train Brake Tests & Mechanical Inspection 05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3. 2.19.3E is now 2.19.2E & 3.9.4D is now 3.8.4D.

(1) 3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction 2.19.2E.

(2) 3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction 3.8.4D.

(3) 3.9.4 Passenger Train Class II Brake Test 07/14/25

AMT-3 3.9.4 A. is modified. Exceptions for the NextGen HST are added.

A. Class II Brake Test Requirements

1) Whenever control stand is changed, or air brake computer is de-energized (circuit breaker turned off).
2) When previously tested and inspected cars/locomotives that received a Class I brake test within the previous calendar day and have not been removed from a source of compressed air for more than 4 hours are added to a passenger train.
3) When cars or equipment are removed from the train.
4) When Engineer first takes charge of train except for Face-to-Face relief.

NOTE: When any of the following occurs, it is considered FACE-TO-FACE RELIEF:

a. When the inbound Engineer does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

b. When the inbound Conductor or Assistant Conductor does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

c. When a mechanical department employee who is a QMP or QP who participated in the required brake test does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status of the MAP 1173/10C Summary (located on the locomotive, or in possession of conductor, etc.).

5) When train is equipped with ECP Brake, Class II Brake Test is required to be done in ECP mode after a successful Class I Brake Test is completed in Emulation Mode.
6) After any emergency brake application. **Exception**: Does not apply to NGHST equipment.
7) Where indicated by rule or special instructions.
8) When control valve or brakes are cut out. **Exception:** Does not apply to NGHST equipment.
9) After determining cause for brake pipe continuity loss, make Class II brake test using Two-Way End-of-Train device.
10) Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function test or when adding a Back-up hose per instruction 2.17.2A. AMT-3 Page 92 of 154

NOTE: Passenger trains must not depart a terminal or yard, which is a repair point, where a Class II brake test has been performed with brakes cutout, inoperative or defective. To determine a repair point for a particular train, contact CNOC mechanical desk either directly at 1-800-424-0217 or through the train dispatcher.

(4) 3.9.4 Passenger Train Class II Brake Test 07/14/25

AMT-3 3.9.4 E. is new. Procedures for Class II Brake Test on NextGen HST is added.

E. Class II Brake Test Procedure for NextGen High Speed Trainsets (NGHST)

1) Engineer or QMP will activate cab. Release parking brake.
2) Engineer or QMP will ensure that brake pipe is fully charged
3) Conductor, Assistant Conductor, QP or QMP will give signal to apply air brakes.
4) Engineer, QP or QMP will place controller into emergency.
5) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure reduces on TDD of rear power car and Emergency Brake icon is displayed
6) Conductor, Assistant Conductor, QP or QMP will give signal to release air brakes.
7) Engineer or QMP will move controller to full service position and ensure that brake pipe is fully charged
8) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure restored 110 psi (+/- 5 psi) on TDD of rear power car and the Emergency Brake icon is extinguished.

9) Engineer, Conductor, Assistant Conductor, QP or QMP will ensure that two-way radio system is tested and operating.

7. 4.0 Train Control Systems Section 06/22/26

a) 4.1 General 09/01/25

AMT-3 4.1.3 is modified. Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory.

4.1.3 Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory. Test(s) will be verified by reviewing the completed MAP 100. The start date and time of the 24-hour time period will be found in the Train Control Systems section.

b) 4.1.1 Trains/Locomotives must not enter any Train Control System Territory with defective or cut-out Train Control System or "Acknowledger" unless relieved by Rule, Special Instruction, General Order, Bulletin Order, or other directive. 09/27/25

4.1.1 Note is modified. "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section is added.

NOTE: If the train control system was cut out due to an on-board locomotive failure in accordance with applicable operating rules, the "Failure" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. If the train control system was cut out for any reason other than on-board locomotive failure, the "Temporary Operating Exception" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. This includes wayside PTC equipment failure of cutting out the train control system due to a temporary suspension of PTC operating rules. All other operating rules regarding reporting a cutout PTC system still apply. Checking the proper box will help the mechanical department to better identify the cause and may reduce the amount of time a locomotive spends at a repair facility

c) 4.2 Automatic Train Control System (ATC) 05/02/22

The following is modified in AMT-3. 4.2.3. A. 14. "Clear 160" has been added and "Intelligent" has been removed.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect ("CLEAR" on 4 ADU; "CLEAR 150" or "CLEAR 160" on 9 ADU and ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4. "Clear 160" & 9 "ADU"has been added. Aspect/Intelligent Display Unit has been removed.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at "Clear 150" or "CLEAR 160" on 9 ADU and ADU does not initiate a penalty application of the brakes within 8 seconds.

(2) 4.2.4 Criteria for Determining ATC (Cab Signal) En Route Failure 09/02/24

The following instruction is revised. In C. 5. The speed is changed from 12MPH to 6MPH.

C. Speed Control Failure

(1) Cab signal aspect allows a greater speed than aspect authorizes.

(2) Cab signal aspect enforces a lower speed than aspect authorizes.

(3) Overspeed indication remains illuminated and penalty application occurs on a downward change of cab signal aspect when engineer fulfills the following:

(a) Acknowledge within 8 seconds

(b) "SUPPRESSION" position of ABV handle

(c) Authorized speed achieved

(4) Unrecoverable penalty brake application.

(5) Velocity Zero (VZ) Light remains illuminated when speed is above 6 MPH.

(6) "NO MOTION" light on HST power cars and HHP-8 locomotives remain illuminated when locomotive speed is above 3MPH.

d) 4.4.2 ACSES Operation **06/22/26**

AMT-3 4.4.2 is new. ACSES Rev 11.9 is currently being implemented with a small test fleet that includes a "ACSES Rev 11.9" sticker affixed in the locomotive cab. Modified behavior of the ACSES Apparatus now includes 79 MPH enforcement for missed transponders, or no valid TSR as indicated below.

(7) Q. Missed Transponder/No Valid TSR Enforcement

(a) 1. When the No Valid TSR DATA LED is illuminated or the "- -" is displayed along with a "Missed Transponder" message, train speed will be limited to 79 MPH. When train speed exceeds 79 MPH, the ACSES LED will flash and Engineers must:

i. Acknowledge audible alert within 5 seconds.

ii. Move ABV handle to "Suppression" position within 8 seconds.

iii. ABV Handle must remain in "Suppression" until ACSES LED is solid, and train speed is under 79 MPH. If the brakes are released prior to these conditions being satisfied, an overspeed penalty application will occur.

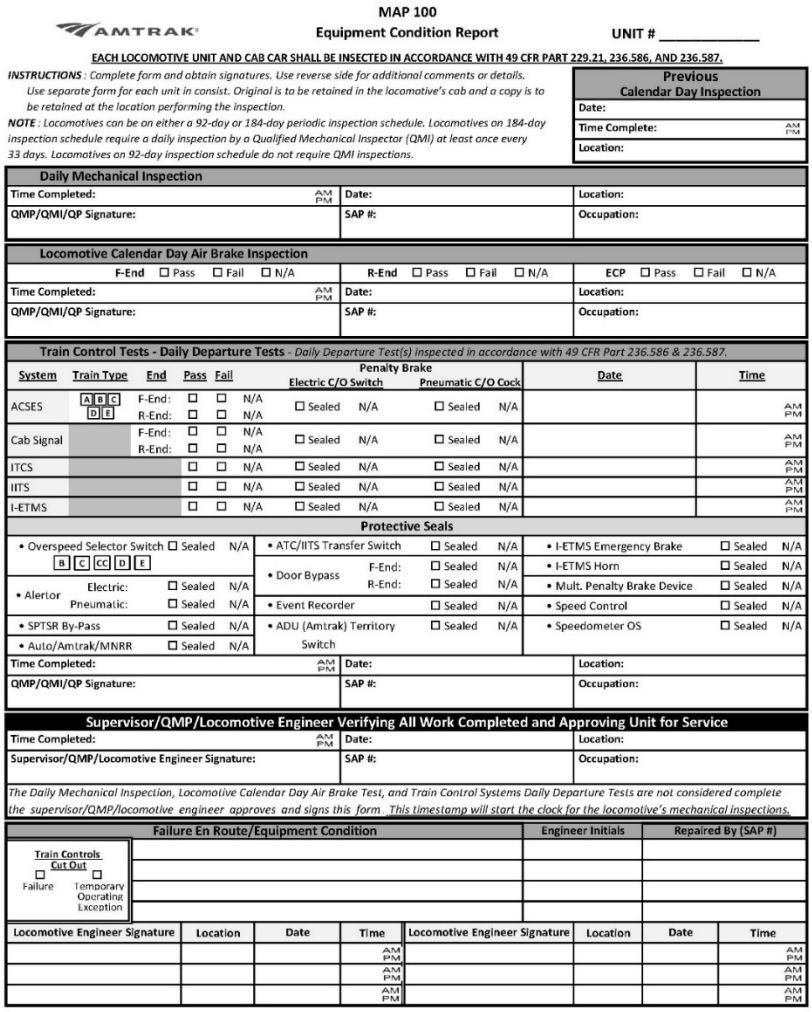
e) 4.8.3 Reserved for future use. **09/27/25**

4.8.3 is deleted and Reserved for Future Use

8. 5.0 Tables and Forms Section **09/27/25**

a) Amtrak Forms

Replace the MAP 100 on page 140 of the AMT-3 with the included MAP 100, NRPC 2947 rev 08/2025 below.



MAP 100

AMTRAK Equipment Condition Report UNIT # _____

EACH LOCOMOTIVE UNIT AND CAB CAR SHALL BE INSECTED IN ACCORDANCE WITH 49 CFR PART 229.21, 236.586, AND 236.587.

INSTRUCTIONS : Complete form and obtain signatures. Use reverse side for additional comments or details. Use separate form for each unit in consist. Original is to be retained in the locomotive's cab and a copy is to be retained at the location performing the inspection.

NOTE : Locomotives can be on either a 92-day or 184-day periodic inspection schedule. Locomotives on 184-day inspection schedule require a daily inspection by a Qualified Mechanical Inspector (QMI) at least once every 33 days. Locomotives on 92-day inspection schedule do not require QMI inspections.

Previous Calendar Day Inspection
Date:
Time Complete: AM PM
Location:

Daily Mechanical Inspection

Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Locomotive Calendar Day Air Brake Inspection

F-End ☐ Pass ☐ Fail ☐ N/A | R-End ☐ Pass ☐ Fail ☐ N/A | ECP ☐ Pass ☐ Fail ☐ N/A

Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Train Control Tests - Daily Departure Tests - *Daily Departure Test(s) inspected in accordance with 49 CFR Part 236.586 & 236.587.*

System	Train Type	End	Pass	Fail	Penalty Brake Electric C/O Switch	Penalty Brake Pneumatic C/O Cock	Date	Time
ACSES	A B C D E	F-End: R-End:	☐ ☐	☐ ☐ N/A N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
Cab Signal		F-End: R-End:	☐ ☐	☐ ☐ N/A N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
ITCS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
IITS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
I-ETMS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM

Protective Seals

• Overspeed Selector Switch ☐ Sealed N/A B C CC D E	• ATC/IITS Transfer Switch ☐ Sealed N/A		• I-ETMS Emergency Brake ☐ Sealed N/A
	• Door Bypass F-End: ☐ Sealed N/A		• I-ETMS Horn ☐ Sealed N/A
• Alertor Electric: ☐ Sealed N/A	• Door Bypass R-End: ☐ Sealed N/A		• Mult. Penalty Brake Device ☐ Sealed N/A
• Alertor Pneumatic: ☐ Sealed N/A	• Event Recorder ☐ Sealed N/A		• Speed Control ☐ Sealed N/A
• SPTSR By-Pass ☐ Sealed N/A	• ADU (Amtrak) Territory Switch ☐ Sealed N/A		• Speedometer OS ☐ Sealed N/A
• Auto/Amtrak/MNRR ☐ Sealed N/A			

Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service

Time Completed: AM PM	Date:	Location:
Supervisor/QMP/Locomotive Engineer Signature:	SAP #:	Occupation:

The Daily Mechanical Inspection, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete the supervisor/QMP/locomotive engineer approves and signs this form . This timestamp will start the clock for the locomotive's mechanical inspections.

Failure En Route/Equipment Condition	Engineer Initials	Repaired By (SAP #)
Train Controls Cut Out ☐ Failure ☐ Temporary Operating Exception		

Locomotive Engineer Signature	Location	Date	Time	Locomotive Engineer Signature	Location	Date	Time
			AM PM				AM PM
			AM PM				AM PM
			AM PM				AM PM

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9. MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure 05/02/22

The following is modified in AMT-3. MS2.3 The reference to the instruction 3.5 is replaced with 2.14.

(1) MS 2.3 Secure equipment per instruction 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

10. MS 3.0 Locomotive Air Brake Pressures 04/01/24

The table is updated to reflect additional equipment. GP38-3 is added.

Locomotive Air Brake Pressure Chart	
Independent Brake	**Pressure**
#24 and #26 Brake Equipment with J-1 Relay	45
HHP-8, HHPc, HST Power Cars, GP Locomotives, DASH-8, Genesis Series, NPCU Cab Car	72
ACS-64, SC-44, ALC-42	**70-75**
New Acela	
Parking Brake	**Pressure**
DASH-8, P32ACDM	100
Capitoliner Cab Car (9600 Series)	52-56

New Acela		
Service Brake Cylinder		**Pressure**
DASH-8, P32ACDM		58-62
26L and 26LIC Brake Equipment		58-62
HHP-8, HHPc, HST Power Cars		58-62
ACS-64, SC-44, ALC-42, GP38-3		62-70
Capitoliner Cab Cars (9600 Series)		36-42
NPCU Cab Cars (“Cabbage Cars”)		46-48
New Acela		
Emergency Brake Cylinder		**Pressure**
DASH-8, P32ACDM Locomotives		88-94
26L Brake Equipment: 110 psi Brake Pipe or 130 – 140 psi Auxiliary reservoir.		88-94
26L Brake Equipment: 90 psi Brake Pipe with Brake Pipe Fed (90 psi) Auxiliary Reservoir.		84-86
26LIC Brake Equipment		72-76
HHP-8, HHPc, HST Power Cars		69-71
ACS-64, SC-44, ALC-42		74-82
Capitoliner Cab Cars (9600 Series)		45-50
NPCU Cab Cars (“Cabbage Cars”)		68-70
New Acela		
Safety Valves	**Location**	**Pressure**
Control & Distributing Valves	Control Valve	60
Locomotive Main Reservoir / Tier I Equipment	Under Loco with Main Reservoir piping / Equipment Room	150-155
Locomotive Main Reservoir / Tier II (HST) Equipment	Equipment Room	160
Locomotive Air Compressor Intercooler	On Locomotive Compressor	65
Discharge Pipe (where equipped)	On Locomotive Compressor	185
Dead Engine Feature - Service Portion must *be in Direct Release*		**Pressure Settings**
26L Equipment		25 psi
DASH-8, Genesis		45 psi
HHP-8, HHPc, HST Power Cars		45 psi (adjustable).
ACS-64, SC-44, ALC-42, GP38-3		84 psi
Capitoliner Cab Cars (9600 Series)		40 psi
New Acela		

Location of Dead Engine Cutout Cocks
GP-38, DASH-8, NPCU Cab Car, Switcher Type Locomotives are located under the floor of the cab on engineer's side. Access from outside panel (engineer's side).
Genesis Locomotives are located under the floor panel behind the engineer's seat. Access is through floor or outside panel (engineer's side).
ACS-64, SC-44, ALC-42, HHP-8, HHPc, HST Power Cars, New Acela and 9600 Series Cab Cars are located in the equipment room on the air rack. **NOTE:** Dead Engine feature on 9600 Series Cab Car is in the air brake enclosure in the coach area.

a) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service 07/04/22

The following is modified in AMT-3. MS6.2: 3.5 is replaced by 2.14.

(2) MS 6.2.1. D. 2. Secure Equipment per Instruction 2.14.

E. A-S4. Books In Effect 05/05/26

SI A-S4 is modified.

Operating Practices will no longer print paper copies of the AMT-2 manual. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents. The digital version of the AMT-2 can be found on the Comply365 System.

- Electrical Operating Instructions (AMT-2), June 1, 2026. (Applies to all employees who work in Amtrak electrified territory)

F. *Q-S1. Hours of Service: Requirements 08/03/26

Q-S1 item 6 is modified.

Employees who are engaged in or connected with the movement of any train:

1. Must not be on duty for 12 consecutive hours within a 24-hour period, unless:
   - For Train & Engine (T&E) employees, consecutive hours on duty may be broken by one or more periods of interim release of at least 4 hours but less than the statutory off-duty period.
     - This interim release may occur only at a designated terminal, or at a non-designated terminal with adequate food and lodging when the employee is prevented from reaching their designated terminal due to an unforeseen condition. When an on-duty period is broken, employees may not accumulate more than 12 hours of on-duty time since the last off-duty period.
   - Incidental work involving quick tie-ups, submitting paperwork, or plugging in technology to charge.
   - Train & Engine employees working a wreck or relief train may be permitted to be on duty for an additional 4 hours in any period of 24 consecutive hours when an emergency (e.g., derailment) exists and the work of the crew is directly related to such emergency.
   - Emergency provisions cease to exist when the track is cleared, and the line is open for train movement.
2. Employees must have at least 8 consecutive hours off duty following a duty tour of less than 12 hours, or at least 10 consecutive hours off duty following a duty tour of 12 consecutive hours.
3. Employees must have at least 8 consecutive hours off duty after completing 12 hours of broken duty, or 24 hours after the end of the last off-duty period, whichever occurs first.
4. For T&E employees on Type 1 and Type 2 assignments, within a series of no more than 14 consecutive calendar days, employees must receive 2 calendar days of rest.
   - If a period of 14 consecutive calendar days is reached without 2 calendar days of rest, a period of 2 rest days must occur prior to initiating service.
     - Exception: If not at the home terminal when this rest requirement is triggered, a deadhead or initiation of an additional on-duty period is permitted to return to the home terminal.
   - When an on-duty period for six or more consecutive calendar days includes a Type 2 assignment on at least one of those days, a period of 24 consecutive hours off duty is required prior to commencing further duty periods. The same home terminal exception applies.

- Exception: If not at the home terminal when this rest requirement is triggered, a deadhead or initiation of an additional on-duty period is permitted to return to the home terminal.

5. Assigned on-duty (reporting) time may be set back provided the employee has not departed their Away From Home Terminal (AFHT) lodging or is not within the 30-minute window for the next on-duty period at the home terminal.
   - One brief call during an off-duty period is not considered service performed and does not interrupt off-duty time.
   - The time between the set-back notification and the new reporting time may be considered an interim release if the set-back is four hours or more and the off-duty period had been completed when the call was received.
6. Prior to accepting an assignment, T&E employees must verify start of the 14-day series, most recent non-start day, and any Type 2 assignment since that day with the Crew Dispatcher.
7. If a delay during an assignment results in insufficient rest for the next assignment, the employee must notify Crew Management Services prior to beginning statutory rest.
8. T&E employees must complete service time tickets and Hours of Service records within 72 hours upon arrival at their home crew base.
9. Mechanical employees are considered engaged in covered service when moving equipment over a switch, moving equipment on the same track not associated with repairs, or moving equipment to servicing locations.
   - Mechanical employees must complete required forms electronically within the Work Management System (Maximo) twice per month. Each submission must include a single line entry for each day worked within the applicable period, excluding any authorized days off.
     - HOS-1 Submission covers the period from the 1st through the 15th of each month and must be submitted no later than the 22nd of the same month.
     - HOS-2 Submission covers the period from the 16th through the last day of the month and must be submitted no later than the 7th of the following month.
10. Employees who dispatch, report, transmit, receive, or deliver train orders are limited to 9 hours in a 24-hour period at two-shift locations or 12 hours at one-shift locations. A one-hour release qualifies as a temporary suspension of duty time.
    - In emergencies, an additional period of up to four hours is permitted, limited to three days in any seven consecutive day period.
11. Signal employees must not exceed 12 consecutive hours of work and must have at least 10 hours off duty before covered or commingled service. Emergency extensions of up to four hours apply when directly related to the emergency.
12. Employees engaged in covered service must certify their Hours of Service information as required. Commingled service includes examinations, training, investigations, qualification rides, medical attention for injury, accident reporting, and drug and alcohol testing when not separated by statutory rest.

G. Q-S2. Hours Of Service: Employee Responsibilities 07/06/26

SI Q-S2 is deleted. Employee Responsibilities are incorporated into Q-S1.

H. 1-S3. Temporary Speed Restriction Bulletin (TSRB) 07/01/26

SI 1-S3 is replaced in its entirety. The rule changes now incorporate the use of the electronic TSRB (eTSRB).

When reporting for duty, employees whose duties are affected by or issue Temporary Speed Restrictions (TSRs) must familiarize themselves with, and must comply with, those instructions pertaining to any portions of the territory on which they are qualified or ordered to operate. They must have a copy of the Temporary Speed Restriction Bulletin (TSRB) readily available to them while on duty.

An employee must contact the Dispatcher if:

1. They do not have a copy of the current information affecting the movement of their Train,

   OR

2. They report for duty at a location where no Employee Register is located.

The Dispatcher must inform the employee of all information affecting the movement of their train.

TSRBs are issued daily, effective at 5:00 AM, the Superintendent or other designated officer must ensure that such information is distributed. The TSRB will be numbered consecutively by version number, prefixed by the issuing office, and will contain information indicating any Supplemental Bulletin Orders in effect. Each new TSRB will supersede the previous one.

Trains crews enroute prior to 5:00 AM will operate under the TSRB in their possession until they receive the new version at 5:00 AM of the current day. Once received they must confirm receipt with the Dispatcher. All added restrictions remain until cancelled.

All of the instructions governing the physical Temporary Speed Restriction Bulletin (TSRB) will apply to the electronic Temporary Speed Restriction Bulletin (eTSRB), except as modified below.

1. Enroute updates to the TSRB

TSRs or Bridge Strike information added or removed enroute may be made by the Dispatcher issuing an updated TSRB Version, dictating the addition or removal on a physical TSRB, or via Form D.

Receiving employee must make certain the addition or removal is read by all employees responsible for the operation of the train. These employees must acknowledge their understanding of the addition or removal and remind employees of it, if necessary. If relieved enroute, any addition or removal must be discussed and transferred to the relieving crew, or the relieving crew must contact the Dispatcher to confirm all current information.

a) When dictating an addition or cancelation on a physical TSRB:

- They must not be copied by an employee operating or piloting a train.
- The Dispatcher must not give "Time Effective" until the addition or cancelation has been repeated correctly.
- Once the Dispatcher has given their name, the receiving employees must repeat immediately from their copy in the same order they were addressed, unless otherwise directed.
- Employees must listen while other addressees repeat the addition or cancelation and call attention to any discrepancies.
- 1"Time Effective," which must then be repeated by the receiving employees.
- When issued to multiple trains the original effective time will be used.
- Cancelations must also be crossed out by a single line drawn through the restriction.
- Same dictation and repeat-back procedures apply between employees.
- When restrictions have been added or cancelled enroute, the last employee to possess the modified TSRB must retain it for 7 days.

Dictation Example:

(ADDITION or CANCELATION) to (DISPATCHING OFFICE) TSRB effective 5:00 AM (DATE)(VERSION),

Speed Restriction (LINE) between/at _____ on Track ___, ___ MPH Passenger / ___ MPH Freight, Speed signs (IN/NOT IN) service is (ADDED or CANCELED)

b) When issuing an updated eTSRB:

The dispatcher must instruct the receiving employee to open Comply365 and sync their tablet.

Once synced, the dispatcher must direct the employee to open the updated TSRB and confirm that the employee has received the additions or cancelations by having them read the addition or cancelation and effective time.

If unable to sync their tablet, the receiving employee must be issued an addition to their physical TSRB, or a Form D.

Receiving Employee Confirmation of addition/cancelation electronically example:

I have received (DISPATCHING OFFICE) eTSRB effective 5:00 AM (DATE)(VERSION),

Speed Restriction (LINE) between/at _____ on Track ___, ___ MPH Passenger / ___ MPH Freight, Speed signs (IN/NOT IN) service is (ADDED or CANCELED)

I. 34-S7. SC-44 Charger Locomotives 05/04/26

35-S7 is modified. ALC-42 Units are now 300-375.

1. ALC-42 Siemens Charger (300-375) Operating Restrictions

ALC-42 Siemens Charger (300-375) Operating Restrictions The following restrictions apply to operation of ALC-42 locomotives (300-375) until further notice:

a) All ALC-42 locomotives (300-375) must not operate in the leading position in ITCS territory where the system is required, account locomotive not equipped with ITCS.

b) ALC-42 locomotives 300-369 must not operate in the leading position in ACSES territory where the system is required.

c) ALC-42 locomotives 370-375 may operate in the leading position in ACSES territory where the system is required.

d) All ALC-42 locomotives (300-375) must not operate in MU configuration with P32AC-DM locomotives, account identified incompatibilities when using standard MU cables.

J. *37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions 08/03/26

37-S5 is modified.

1. Speed - Maximum and Various: Amtrak Engines 06/13/26

Amtrak SC-44 ID4601-4633 are added.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
AMTRAK							
ID4601-4633	SC-44	50	50	125	1	B	…

2. Speed - Maximum and Various: CSXT Engines 07/06/26

CSX Engines for CM44AH are added to the table.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSX							
250, 2026, 7039-7045, 7081-7199, 7275-7379, 7382-7559, 7560-7594, 7595- 7622	CM44AH	30	50	70	5	E	A,K

3. Speed - Maximum and Various: CSO/NECR Engines 08/03/26

CSO 4025: Note A applies.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
CSO/NECR							
CSO 4025	B-40-8	30	50	70	5	E	A

4. Speed – Maximum and Various: MARC Engines 06/01/26

MARC Engines is replaced in its entirety. MARC Train Consist "Length and Weight" are added for I-ETMS modifications. AEM-7 locomotives are deleted.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table	Length (Ft)	Weight (Tons)
		Lite	Mltp. Lite	With Train					
MARC									
10-35	MP36PH	50	50	90	4	C	A	68	140
70-75	GP39H-2	50	50	90	4	C	A	59	134
68	GP40-WH2	50	50	100	4	C	A	63	140
80-87	SC44	50	50	125	4	B	A	72	135
4145	GP40PH-2	50	50	100	4	C	A	63	142
4910-4915 ≤	HHP-8	50	50	125	1	B	A	67	111

5. Speed - Maximum and Various: MBTA/MBTX Engines 06/13/26

MBTX is removed from 2000-2039 and added to the header.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MBTA/MBTX							
1115-1139, 1776	GP40-MC	30	50	100	4	C	A
2000- 2039	HSP- 46	50	50	100	4	C	K

6. Speed - Maximum and Various: NS/PRR Engines

NS/PRR 4000-4799, 4800-4999 is changed to 3989-4999. MBTA/MBTX 1776 is added.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NS/PRR							
3989-4999	AC44C6M	30	50	70	5	E	B,K

7. Speed - Maximum and Various: Amtrak Cars

Airo Cars speeds and train types are modified.

AMTRAK	Spd	Train Type	Equip. Dim
Siemens Airo Coaches 74001-74313	125	B	1
Siemens Airo Cab Cars 79501-79509, 7601-7675, 7901-7909, 7920-7928	125	B	1
Siemens Airo Café Cars 73001—73083	125	B	1
Siemens Airo Business Class Cars 71001-71008	125	B	1

8. Speed – Maximum and Various: Maryland DOT Cars

Maryland DOT Cars is replaced in its entirety. "Length and Weight" are added for I-ETMS modifications.

MARYLAND DOT	Spd	Train Type	Equip Dim	Length (Ft)	Weight (Tons)
MARC II Series 7700-7735, 7755, 7756 7791-7799 coaches 7745-7754 control cars (Prohibited from operating as lead unit in CCS territory), 7757-7762 control cars (Equipped with I-ETMS)	110	C	1	85	60
Push or Pull with over or under inflated air bellows (air bags):					
Through crossovers and turnouts	30	C	1	…	…
All other movements	60	C	1	…	…
MARC III Series 7800-7834, 7870-7876, 7890-7896 & Control Cars 7845-7858: (Equipped with I-ETMS)	125	B	4	85	80
Push or Pull with over inflated air springs:					
Through crossovers and turnouts	15	B	4	…	…
All other movements	30	B	4	…	…
MARC Gallery Cars Series 7900-7911	80	D	5	…	…
MARC IV Series 8000-8033 coaches, 8090-8094 w/toilet	125	B	1	85	80
*MARC IV Series 8045-8059 control cars (I-ETMS equipped)	125	B	1	85	81
*MARC IV control cars must not be operated as lead units in Cab Signal/ACSES territory unless equipped with proper ATC components/event recorder. Push or Pull with under inflated air springs 60 MPH.					

9. Speed - Maximum and Various: MBTA/MBTX Cars

MBTA Car 535 is added. "MBTX" is added to the header.

MBTA/MBTX	Spd	Train Type	Equip Dim
MBB CARS (Nos. 500-532, 535 &1500 -1533	80	C	3

10. Speed - Maximum and Various: NJT Cars

NJT Cars are added.

NJT	Spd	Train Type	Equip Dim
Multi Level III Control Car Nos. 8000 - 8037	90	D	3
Multi Level III Trailer with Toilet Nos. 8200 - 8208	90	D	3
Multi Level III Power Car Nos. 8300 - 8357	90	D	3
Multi Level III Trailer Car Nos. 8500 - 8532	90	D	3

K. 47-S2. Tracks Equipped for AC Electrical Operation 06/22/26

47-S2 is modified. No. 4 track between Zoo and Stiles is out of service for AC electric train movements.

1. Other tracks equipped for AC electrical operation

Line	Location
NYT	RT1 and RT2 AC electrical operation between Hump Track/ RT2 switch in R Interlocking and 99 switch in Q Switching Center. RA3 between 99 switch and 57 switch.

2. Other Tracks NOT equipped for AC electrical operation

Line	Location
NYT	RA3 99 switch to 65Sw R Switching Center
PH	Trk 4 between Zoo and Stiles

L. 72-S1. Inspection of Moving Trains 06/26/26

72-S1 has been replaced in its entirety and updated below. NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated in this rule. Airo Trainsets, SC44, ALC42 and Venture Cars have been added. If all equipment in the consist is equipped with OBHBD and does not indicate any faults the train may resume normal speed.

Employees must observe passing trains for defects, and the display of headlights, markers and auxiliary lights. The improper display of headlights, markers and auxiliary lights must be reported to the train and the Dispatcher. Trains must be notified and stopped if any of the following defects are observed:

- Hot Journal, Bearing, or Axle. *
- Sliding wheel.
- Broken wheel.
- Sticking brake.
- Swinging door on freight car or trailer.
- Open plug door.
- Defective truck.
- Dragging equipment.
- Lading shifted over side or end of car.
- Dense white smoke.
- Strong odor of burning rubber or chemicals.

If attention is called to a dangerous condition, the train must be promptly stopped, consistent with good train handling techniques. An inspection must be made and the Dispatcher notified. If defects cannot be corrected, cars unsafe for movement must be set out and a report made to the Dispatcher. This report must include the location where the billing is to be left. Conductors must report car defects on the prescribed form.

* For simplicity, journal boxes, roller bearings, and axle bearings will all be referred to as "bearings" in this rule.

1. Hot Bearing Detectors and Instructions

a) Wayside Radio Hot Box Detectors

A Radio Hot Box Detector uses infrared sensors to monitor equipment bearings. After a Train passes a Hot Box Detector, a radio message will be transmitted stating the results of the inspection. Wayside Radio Hot Box Detector locations are listed in the Line Special Instructions.

(1) Wayside Hot Box Defect Detected

If a defect is detected, the detector will identify the suspected hot bearing(s) by the axle number counting from the lead engine or car over the radio.

(a) Equipment with On-Board Hot Bearing Detection Systems

The following equipment is equipped with an On-Board Hot Bearing Detection Systems (OBHBD)

- ACS-64, HHP-8, HST, NGHST, Amfleet I and II Cars, Airo Trainsets, SC44, ALC42, and Venture Cars

If a wayside Hot Box Detector indicates that a bearing is overheating on equipment equipped with an OBHBD, the engineer must bring the train to a safe stop, and the train crew must verify that the OBHBD is functioning correctly and confirm any faults.

If all equipment in the consist is equipped with OBHBD and does not indicate any faults, notify the dispatcher, and the train may resume normal speed.

If the OBHBD indicates a fault, is not functioning correctly, or if the next wayside hot box detector indicates another defect, the engineer must bring the train to a safe stop, and the conductor must inspect the axles with the appropriate Tempilstik per AMT-3.

(b) Other Equipment

The engineer must bring the train to a safe stop, and the conductor must inspect the axle(s) identified without OBHBD. If the detector reports six defects, the maximum number the detector can report, any wheels following the sixth defect must also be inspected.

Amtrak Employees must inspect the axles with the appropriate Tempilstik per AMT-3.

(2) Wayside Hot Box Detector Failure

If Radio Alarm Detector fails to transmit the results of the inspection, or if the detector transmits that it has had an integrity failure, notify the Dispatcher.

If all equipment in the consist is equipped with OBHBD and does not indicate any faults, the train may resume normal speed.

If any of the equipment in the consist is not equipped with OBHBD, the engineer must bring the train to a safe stop, and the conductor must inspect the axles of that equipment with the appropriate Tempilstik per AMT-3.

b) On-Board Hot Bearing Detection Systems (OBHBD)

(1) NGHST OBHBD Instructions

The NGHST power cars and coach cars (passenger vehicles) are equipped with an OBHBD which is designed to warn the crew if the system detects an overheated bearing, or system fault.

(a) NGHST On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Technical and Diagnostic Display (TDD) to confirm the affected truck on the "Bogie Status Screen". The Engineer must notify the Conductor of the axle or wheel that caused the alarm. The conductor must inspect all four bearings on the truck with the appropriate Tempilstik per AMT-3.

(2) Legacy HST OBHBD Instructions

The legacy HST power cars and coach cars are equipped with an Integrated Truck Surveillance Unit (ITSU), which is designed to warn the crew if the system detects an overheated bearing, or a system fault.

(a) Legacy HST On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Multifunction Display 1 (MFD-1) to confirm the affected bearing. The Engineer must notify the Conductor of the Alarm type and the axle or wheel that caused the alarm.

i. Legacy HST Hot Bearing Alarm (Flashing Red LED)

If the defect indicates an overheated bearing the Conductor must inspect the overheated axle or wheel with the appropriate Tempilstik per AMT-3.

If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to a repair location.

If no hot bearing is found, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.

If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH to its final terminal, whether the same ITSU hot bearing alarm (flashing red LED) remains or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions). When an ITSU hot bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

ii. Legacy HST Sensor Failure Alarm (Flashing Yellow LED)

If the defect indicates a sensor failure the engineer must bypass the defect by pressing the self-test and lamp test buttons simultaneously. The yellow light should stop flashing and stay on continuously, and the local alarm acknowledgment light will illuminate. The engineer may resume normal speed to its destination.

If the engineer is unable to bypass the defect, and the yellow light continues to flash, or failure occurs again, cutout the sealed ITSU switch. If the ITSU sealed cutout switch fails, use the ONBOARD TL switch (cab rear wall switch panel) to recover train operation. The engineer must not exceed 125 MPH to its destination.

Report the fault on the eMAP21a, or MAP 100 and notify the dispatcher.

(3) HHP-8 Locomotives and HHPc Non-Powered Control Units (NPCU) OBHBD Instructions

The HHP-8 Locomotives and HHPc NPCU are equipped with an Integrated Truck Surveillance Unit (ITSU), which is designed to warn the Engineer if the system detects an overheated locomotive bearing, or a system fault. It will also monitor any trainlined coach cars equipped with an OBHBD.

(a) HHP-8 and HHPc On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Multifunction Display 1 (MFD-1) to confirm the affected bearing. The Engineer must notify the Conductor of the Alarm type and the axle or wheel that caused the alarm.

If the defect is on a car, the conductor must check the on-board hot bearing detector panels to determine which coach activated the alarm.

The Conductor must inspect the overheated axle or wheel with the appropriate Tempilstik per AMT-3.

If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to a repair location.

If no hot bearing is found, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.

If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH to its final terminal, whether the same ITSU hot bearing alarm (flashing red LED) remains or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions). When an ITSU hot bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

Report the fault on the eMAP21a, or MAP 100 and notify the dispatcher.

(4) Amfleet I and II Coach Cars OBHBD Instructions

The Amfleet I and II Coach Cars are equipped with an OBHBD, which is designed to warn the train crew of hot bearings on the equipment.

(a) Amfleet I and II On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the engineer must bring the train to a safe stop and inspect.

c) Overheated Bearing Found

If a defect is found, the following information must be given to the Dispatcher:

(1) Confirmation of the location of suspected car(s) in train.

(2) The initial and number of engine(s)/car(s) and waybill information.

(3) Condition of bearing(s).

(4) Location of hot bearings to include the following:

- Truck (lead or trailing), Wheel (lead or trailing), Side (north, east, south, west)
- Type of bearing (friction or roller)
- Type of packing if friction type bearing

(5) Any other pertinent information.

In emergencies, cooling compound, water, or snow may be used as slowly as conditions permit to cool hot bearings along full length of rising side of bearing, particular attention to be given to placing compound at back or inside end of bearing. Employees must:

(6) Not use sand or dirt for extinguishing fires in bearing boxes.

(7) Not use cooling compound on broken brasses.

(8) Notify the dispatcher anytime cooling compound, water, or snow is used to cool hot bearings.

(9) Tag in a prominent place near bearing using prescribed form.

(1) Overheated Bearing Found on Locomotive or car(s)

If a locomotive or car has an overheated bearing the Engineer and Trainmen must:

(a) Contact CNOC Mechanical Desk.

AND

(b) Isolate the Engine or cut out Traction Motor Circuit on the locomotive. Cut out the air brakes and release all air from the defective car(s)
AND

(c) Position a trainman to walk beside the hot bearing axle, not exceeding 4 MPH to the next point where the locomotive or car may be set off or met by Mechanical.

AND

(d) If the axle does not rotate while the train is in motion, stop the movement and contact CNOC for further instructions.

d) No Overheated Bearing Found

If no defect is found at the axle location specified, that entire car and two cars immediately ahead and behind that car must be inspected. If there is still no defect found the train may continue at normal speed.

When a train actuates the last wayside hot box detector before a crew change location, the relieving crew must be advised of the car that actuated the detector so that they can proceed accordingly, if the car actuates the next wayside hot box detector enroute.

(1) Repeat No Overheated Bearing Found

When the same engine(s) and/or car(s) of a train actuates 2 consecutive wayside hot box detectors and no hot bearing or other defect which may have caused the hot box detectors to actuate is found on that equipment or the 2 cars ahead and behind it, the traincrew must:

(a) Not exceeding 30 MPH for the next 5 miles.

(b) The train must be stopped at that point and all bearings of the car reported to have actuated the detector reexamined.

(c) Note: The 2 cars ahead and behind the reported car need not be reexamined during the 5-mile inspection.

(d) If no hot bearing is found during the 5-mile inspection the train crew must:

i. Notify the Dispatcher

ii. Not exceed 80 MPH

iii. Set out the car or engine at the next major terminal.

2. Dragging Equipment Detectors and Instructions

Dragging Equipment Detectors detect objects being dragged by trains before they cause further potential damage to the train or track. Dragging Equipment Detector locations are listed in the Line Special Instructions.

a) Dragging Equipment Defect Detected

When a dragging equipment detector indicates a defect with the train, the engineer must bring the train to a safe stop, and the train crew must inspect the engine and cars for any objects hanging below the top of rail.

The train crew may do a roll by inspection, not exceeding 5 MPH.

b) Dragging Equipment Detector Fault

When a dragging equipment detector indicates an integrity failure or stuck dragger, notify the Dispatcher.

The Dispatcher must notify crew to bring train to a safe stop and inspect.

3. Wheel Impact Load Detector and Instructions

Wheel Impact Load Detectors (WILD) detect flat spots, out of round wheels, suspension defects, and other wheel defects on cars and locomotives. WILDs measure the amount of vertical force produced by each wheel in thousand-pound units called KIPs. WILD locations are listed in the Line Special Instructions.

a) Wheel Impact Defect Detected

If an elevated reading is detected, the CNOC Mechanical Desk will verbally notify the dispatching office and advise whether the defect was Level 1 or Level 2, and which axle the defect was detected on.

When instructed to inspect based on a WILD reading, the train crew must visually inspect the wheels for flat spots, shelling, spalling, cracks or other damage to the wheel plate, tread or flange. They must also inspect the associated truck and suspension system for damaged, missing, or defective components. The Traincrew must report the inspection findings to the Dispatcher who will then report the results to CNOC Mechanical.

(1) Level 1 Wheel Impact Defect Detected (Over 140 KIPs):

The Dispatcher must tell the engineer to bring their train to a safe stop and advise the train crew to inspect the identified axle and truck for defects.

If inspection by the crew determines any defects found will not cause a derailment, the equipment may be moved at a walking speed with an employee on the ground to observe the movement to the nearest point the equipment may be set out.

(2) Level 2 Wheel Impact Defect Detected (Over 120 KIPs):

The Dispatcher must tell the engineer to reduce speed to 30 MPH and alert the train crew to the defect information. The dispatcher must tell the engineer to stop at the next scheduled passenger station, or available set out location, whichever is first, and advise the train crew to inspect the defect identified.

If the inspection determines no condemning defects have been found, the equipment may be moved at 30 MPH to the next available repair point.

If the inspection determines there are condemning defects present to wheels, trucks, suspension, or related components that will not cause an immediate derailment, the equipment may be moved at a walking speed with an employee on the ground to observe the movement to the nearest point the equipment may be set out.

4. Truck Hunting Defect Detectors and Instructions (On Board)

The following equipment is equipped with Truck Hunting Detectors:

- HHP-8, Legacy HST (ITSU), and the NGHST (BMS)

Truck Hunting detectors detect excessive yaw motion within truck frames.

a) Truck Hunting Defect Detected

When an ITSU or BMS truck hunting alarm occurs, the Engineer must immediately reduce the train speed by 5 MPH increments to attempt to clear the alarm.

(1) Truck Hunting Alarm Ceases

If the truck hunting alarm ceases, the engineer may resume normal speed, and must:

Notify the dispatcher of:

- Mile Post location where the truck hunting alarm occurred.

- Speed at time of the alarm.
- Time of the alarm.

  AND
- Unit on which the alarm occurred. (ITSU or BMS system on HST monitors all cars)

The Dispatcher must note information in unusual occurrences log.

(2) Truck Hunting Alarm Does Not Cease

If the truck hunting alarm does not cease, or when the Engineer attempts to resume normal speed, the alarm comes back on, the engineer must bring the train to a safe stop and then attempt to resume normal speed.

If the alarm comes back on after stopping, the Engineer must:

(a) Not exceed 125 MPH

(b) For Legacy HST equipment bypass the accelerometer sensor by pressing the Self-Test and Lamp Test buttons simultaneously.

(c) For NGHST equipment, crews must follow BMS recovery procedures.

(d) Report the fault on the MAP 100 and

(e) Notify the dispatcher of:

- Mile Post location where the truck hunting alarm occurred.
- Speed at time of the alarm.
- Time of the alarm.
- Unit on which the alarm occurred. (ITSU system on HST monitors all cars)

AND

- Accelerometer sensor bypass status - if bypassed, note 125 MPH maximum speed.

The Dispatcher must notify the CNOC Power Desk, so that arrangements can be made to have the equipment inspected.

(3) Consecutive Truck Hunting Alarms

The Dispatcher must issue an 80 MPH Temporary Speed Restriction if:

(a) A Legacy HST or NGHST experience three or more truck hunting alarms on a trainset at a single location.

OR

(b) Two consecutive trains equipped with truck hunting alarms experience an alarm at the same location.

The restriction must remain in place until inspected and okayed by an MW1000 qualified employee.

M. 72-S2. Wheel Inspection 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

N. 72-S3. Hot Box Detectors and Recorders 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

O. 72-S4. Use of Tempilstik 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

P. 72-S5. Overheated Bearings-Engines 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

Q. 72-S6. Hot Box Indicators Alarms and Hot Journals **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

R. 72-S7. Wayside Hot Box Detectors – 2 Consecutive Actuations **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

S. 72-S8. Wheel Impact Detectors **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

T. 72-S9. Wayside HBD Actuation on Equipment with OBHBD System **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

U. 94-S1. Calling Signals in Non-PTC Territory or with Inoperable PTC **07/30/26**

SI 94-S1 is deleted.

V. 119-S1. Handling Of Hazmat, Excessive Weight, Or Excessive Dimension Cars **06/02/26**

SI 119-S1 is modified.

Trains containing hazardous material (including PIH/TIH trains), excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher and ensured that the Dispatcher has received the required restricted car information.

Employees are required to carry the hazmat book. Prior to permitting trains containing hazardous materials to occupy Amtrak controlled tracks the Train Dispatcher must confirm receipt of the trains complete consist.

W. 132-S7. Protection for Other Conditions **06/02/26**

132-S7 part 2. is modified. An example of the permission for protection is added.

1. Permission for Protection

Permission for the protection must include the following information:

a) Title and name of employee receiving protection

b) Track designation

c) Track limits (between/at)

Example: "Title/Name you have protection on Track at Location at start/end time."

"Cndr Feldman, you have protection on No. 3 Track at MP 21 at 10:40 AM until further notice"

X. *133-S1. Protection Of Out-Of-Service Tracks **08/03/26**

SI 133-S1 is modified. "Snow Jet" is added to the list.

Upon receiving an Out-of-Service authority and before any work begins, the RWIC must ensure that Shunting Barricades are installed, and confirm with the Dispatcher that Track Occupancy Lights (TOLs) are displayed at each end of the work area of the track(s) to be fouled by roadway workers or On-Track Equipment. Except:

1. Non-Shunting Barricades may be used in lieu of Shunting Barricades if:

   A portion of the track to be removed from service is within interlocking limits, and a shunting barricade would interfere with the movement of trains outside of the working limits.

   Or

   When the use of a Shunting Barricade would impede conducting maintenance, testing, and inspection of signals, switches, or movable bridges.

2. Shunting or Non-Shunting Barricades are not required if:

   The fouling activity consists solely of walking or moving inspections.

   Or

   The fouling activity consists solely of on-track equipment traveling to or from a work area.

Or

Work is performed exclusively with Work Trains, MDZ (coupled or separated), Track Laying Machine (TLM), 08-Unimat Switch Tampers, 09-4S Combo Tampers, Ballast Management System (BMS), Plasser Undercutters, Sperry Cars, Catenary Maintenance Car (MTW-100), Switch Exchange System (SES), Rail Grinding Trains, MPMV (coupled or separated), Brandt Truck (with or without cars), MMU-1000 (coupled together with the material car and working car), TSAV, ATIV, CSXT GRMS 1&2, and/or NJT-TGIV and Snow Jet equipment.

Y. 133-S5. Additional Employees and Equipment Entering Out-Of-Service Limits 07/26/26

SI 133-S5 is replaced in its entirety.

1. Dispatchers

The Dispatcher may admit additional track cars or trains into the out-of-service limits only after obtaining permission from the RWIC named in the authority.

2. Roadway Worker in Charge (RWIC)

The Roadway Worker in Charge (RWIC), named in the authority, may allow trains, other roadway work group(s), or lone worker(s) to enter or foul within working limits.

Before authorization is granted, the RWIC of the working limits must:

a) Properly complete a Working Limits Occupancy Authority Form O (NRPC 3472).

b) Hold a job briefing with:

(1) The employee in charge of the additional equipment or work group(s) to discuss conditions of the track structure, including the locations of barricades, roadway workers, and other equipment.

(2) All workgroups involved and listed on the Form O (NRPC 3472) to inform them of the additional workgroup(s).

Note: RWIC's must document the entry and exit of additional workgroups on Form O (NRPC 3472).

Before returning track to service, the RWIC work limits must determine that all additional work groups given authority to occupy or foul the track(s) have reported clear.

After the track is returned to service, the RWIC of the working limits must mark an 'X' through the Working Limits Occupancy Authority Form O (NRPC 3472) and keep it available for inspection for 7 days.

3. Employee in Charge (EIC)

After being granted permission to foul or occupy the track by the RWIC the EIC must:

a) Properly complete a Working Limits Occupancy Authority Form O (NRPC 3472).

b) Hold a job briefing with all members of their work group.

c) Erect Barricades in accordance with 133-S1 if fouling outside the RWIC's Work Area.

d) Place an SSD if fouling within the RWIC's erected Barricades.

e) If an EIC of the additional workgroup needs to go off duty and the work is to continue, they must follow the procedure outlined in "Roadway Worker in Charge Going Off Duty."

Before Reporting Clear to the RWIC, the EIC must determine that all men and equipment are clear, and any conditions that could affect the movement of trains are reported to the RWIC and Dispatcher

Z. 139-S2. Securement of Roadway Maintenance Machines (RMMs) with Moveable Parts 06/01/26

SI 139-S2 3. is modified.

1. When leaving RMMs with movable parts that extend beyond their designated equipment clearance unattended (meaning left standing and unmanned in such a manner that would hinder immediate control of the equipment), the operator must report to the RWIC that they have secured the equipment and its moveable parts from unintended movement in accordance with the equipment's operating manual and Amtrak's Employee Safety Rulebook.

a) In addition to appropriate on-track protection, off-track RMMs (non-hi-rail) must have a duly signed SSSWP (Site Specific Safety Work Plan) authorization to remain unattended while fouling or occupying tracks. In exceptional situations without prior SSSWP approval, emergency authorization may be obtained from the Division Engineer or equivalent authority.

If RMM operators require guidance regarding the securement of equipment, they must seek assistance from a qualified authority before leaving the equipment unattended.

AA. 170-S1. Delivery At an Interlocking or Controlled Point 07/06/26

SI 170-S1 is new.

When a Form D or TSRB is to be delivered to a train at an interlocking or controlled point, the Dispatcher must ensure that blocking devices are applied to prevent addressed trains from leaving the interlocking or controlled point without the Form D or TSRB.

These blocking devices must not be removed until Form D or TSRB has been delivered or until the Engineer has acknowledged that he is to receive a Form D or TSRB. Blocking devices are not required at locations where crews are required to inquire about Form D's or TSRB prior to departure.

BB. 172-S1. Delivery to a Train That Will Have Movement Restricted in Immediate Vicinity 07/01/26

SI 172-S1 is new.

When a Form D or TSRB restricting the movement of a train covers a portion of the track within 3 miles of the point of delivery, the train must be stopped. Form D or TSRB must be delivered before the signal to proceed is displayed, unless the Engineer has been fully advised of the situation.

CC. 175-S2. "60 Mph Slow By" Speed Restriction 07/06/26

SI 175-S2. 5 "Speed Signs" is replaced in its entirety.

1. Speed Signs:

- Speed signs must be erected on affected tracks during the entire duration of a Slow-By speed restriction and promptly removed.
- Any speed signs encountered outside the Slow-By effective period must be complied with per the operating rules and reported to the train dispatcher.

DD. *580-S3. Trains Not Equipped with Operative PTC-Calling Signals 08/03/26

SI 580-S3 is new.

On trains not equipped with operative PTC, the engineer must announce by radio when movement is governed by an Approach or more restrictive indication when approaching a controlled signal within PTC territory.

Such announcements must include:

- Train ID
- Location
- Track designation
- Signal name.

Example (Engineer): "Amtrak Train No. 99 Approach signal on No. 1 track at MP 99.4. over"

The Conductor must acknowledge this transmission by radio.

Example (Conductor): "Amtrak Train No. 99 Approach signal No. 1 track at MP 99.4, out."

EE. 590-S1. I-ETMS/ITCS/ACSES Incident Reporting 06/13/26

SI 590-S1 is replaced in its entirety.

2 "Issues and Anomaly Reporting" is modified.

1. Engineer's Responsibility to Report on Forms

To assist with monitoring and correcting PTC and other train control system anomalies, faults or failures, train crews are required to make such reports to the train dispatcher or other designated personnel prescribed in the operating rules. PTC system anomalies must also be reported to the CNOC PTC Support Desk in accordance with the PTC Support and Troubleshooting Communication instructions outlined in the individual Amtrak Division PTC Operations Guide General Orders.

Train control system incident reporting must be timely and accurate. In addition to notifying the train dispatcher, host railroad and Amtrak PTC or Mechanical Support Personnel as outlined in operating rules, locomotive engineers are also required to complete and submit a Train Control System Incident Report Form to the Amtrak Mechanical/ PTC Support Desk by utilizing NRPC 3419 and NRPC 3533. These forms are in

the Mobile Document Compliance System (MDCS) on the Comply365 Application home page under "My Forms", "Transportation – Locomotive Engineers".

- ACSES conditions will be reported using the "ACSES Unusual Occurrence Form" NRPC 3419 in Comply365 application.
- I-ETMS or ITCS conditions will be reported using the "I-ETMS/ ITCS Incident Report Form" NRPC 3533 in Comply365 application.

One (1) single form may be used for all incident(s) encountered per train trip. If multiple forms per train trip are required, the employee is responsible for submitting all forms. NRPC 3419 and NRPC 3533 forms must be completed and submitted by the Locomotive Engineer within **24 hours** of a PTC incident. Upon completion and submission of the form(s) within the Comply365 application, the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com

1. Incident reporting is required if any of the following ***ACSES*** conditions or symptoms are encountered:
   - ACSES Failure Declared
   - ACSES or ATC Cut-Out
   - Audible Warning Not Received or unable to Silence an Audible Warning
   - Penalty Received
   - Unable to Recover from a Penalty
   - Stop Bypass Pressed
   - Overspeed Penalty
   - PTS Penalty
   - Roll away Penalty
   - Construction Zone
   - Solid "--" or Flashing "--"
   - ATC Cut-Out Light Illuminated
   - ACSES Cut-Out or Failure Light Illuminated
   - No Valid TSR Data Light Illuminated
   - No TSR Response
   - Incorrect Speed Change Location
   - Unexpected Temporary Speed Restriction
2. Incident reporting is required if any of the following ***I-ETMS*** conditions or symptoms are encountered:
   - Initialization Failure with AMTK
   - Initialization Failure with Other Railroad
   - Onboard Display is damaged or unintelligible
   - Audible Warning Not Received
   - Onboard Display Information of Wayside Signal Discrepancy
   - Penalty Enforcement Received
   - Soft Key Cut-Out used for operational reasons
   - I-ETMS Penalty/Horn/Emergency Switches Cut-Out
   - Unable to recover from Penalty Enforcement
   - Unable to transition to Active State
   - I-ETMS not providing Warning for Target or Restriction
   - Mandatory Directive being enforced not received from Dispatcher
   - Non-Sync Subdivision Condition
   - Cab Signal / ATC / ATS Cut-Out
   - Other
3. Incident reporting is required if any of the following ***ITCS*** or ***X-ITCS*** conditions or symptoms are encountered:
   - Onboard Display is damaged or unintelligible

- Audible Warning not received
- Unhealthy (15MPH) XING Target
- Penalty Enforcement received
- Unable to recover from Penalty Enforcement
- Failure due to unable to acknowledge system warning
- No MAP Displayed
- FAILCAL Fault Displayed
- F-XXXX / C-XXXX / I-XXXX / L-XXXX Fault Displayed
- Mode Light Out
- System did not Cut-In at Territory Entrance
- MTIE Initiation Process Failed – *Michigan Line Only*
- System Cut-Out
- Other

The Report will include, but is not limited to:

- Employee Name
- Employee SAP Number
- Train Number & Origination Date
- Lead Unit Number
- Train Control System Type (i.e. I-ETMS / ITCS / X-ITCS)
- Incident Date / Time / Time Zone
- Host Railroad / Subdivision / Track / Milepost Location
- Estimated Speed at Time of Incident
- Dispatcher and/or PTC Support Personnel Notified

2. Issues and Anomaly Reporting

Amtrak Controlled Territory Instruction (NEC, CHI/MI/NOUPT)

When any of the following issues or anomalies occur, they must be reported to the dispatcher. The report must include time, date and location, Train ID, Locomotive number and count, engineer name, car count, and a description of any unusual events.

- The I-ETMS system does not transition to an I-ETMS enforceable state after entering I-ETMS track (i.e., I-ETMS Active state)
- I-ETMS is suspected of not providing a warning for a target or restriction when it should have.
- A mandatory directive is received in writing, which is not enforced by the I-ETMS system.
- I-ETMS enforcement for a mandatory directive which has not been received in writing.
- I-ETMS system prompt or enforcement due to Non-Synchronized territory.
- I-ETMS display information is incorrect or unintelligible
- Switch or wayside signal discrepancies (i.e., Permissive wayside signal enforced as Stop by I-ETMS, wayside signal does not match the PTC display).
- PTC troubleshooting guidance does not correct the I-ETMS system and permit system usage.
- I-ETMS system failures as defined in the operating rules.

FF. 590-S2. I-ETMS Support and Troubleshooting Communication Process 06/02/26

SI 590-S2 is new.

1. Troubleshooting

Foreign railroads operating on Amtrak territory will contact the appropriate host railroad PTC help desk. MARC trains experiencing issues or anomalies prior to entering I-ETMS territory will contact the MARC Support Desk and Amtrak Commuter Control Center.

Amtrak trains experiencing PTC issues or anomalies while traversing host railroad properties must contact the applicable host railroad PTC personnel per the host railroads PTC support process or operating rule.

Contacting the Amtrak PTC support desk does not fulfill any requirement to contact host railroad PTC support personnel or notification of a PTC issue to the train dispatcher in accordance with operating rules.

If communication of a PTC issue to host railroad PTC support personnel is made, contacting the Amtrak PTC Support Desk should be made without delay to the train.

If it is determined that all trouble shooting actions have been attempted with no success as communicated by host railroad or Amtrak PTC support personnel, train crew members must contact the host railroad train dispatcher the train is occupying and receive permission to proceed with PTC cut out.

NOTE: Notification to host railroad PTC support personnel is also required if a train experiences PTC issues or anomalies prior to entering host railroad PTC territory (i.e. issue occurs on Amtrak or another host railroad property). This notification must be made without delay to the train. Train movements entering host railroad PTC territory without functioning PTC are governed by host railroad operating rules for unequipped PTC movements.

2. I-ETMS System Software Downloads and Installs

During initialization, if the I-ETMS CDU prompts “Please Wait for Software Download” or “New Software Available” the locomotive engineer must not cancel the software download or install. Unless otherwise restricted, if a software download or install exceeds 10 minutes, the locomotive engineer must not cancel the download. If the software download exceeds 10 minutes, contact the Train Dispatcher and host railroad PTC support personnel and await instructions.

3. I-ETMS Circuit Breakers/ Cut-Out Switches

I-ETMS must be cut in and operational on the lead locomotive of a train while entering or within I-ETMS territory. When taking charge of a train in I-ETMS territory, or when approaching I-ETMS territory, the engineer must know that I-ETMS on the controlling locomotive is cut in and has passed a Departure Test.

The I-ETMS Circuit Breaker and pneumatic cut-out switches must be sealed in the CUT IN position. Locomotive engineers must leave I-ETMS circuit breakers ON (Cut In) unless authorized to power off (Cut Out) I-ETMS by the train dispatcher. (NOTE: Only Penalty and Horn electronic cut outs **MUST** be CUT IN. The Emergency electronic cut out may be sealed in **EITHER** position).

I-ETMS PTC Electrical Cut-Out Switch Positions

(Electronic Cut Out (Hard Cut Out) Switches on all Locomotive and Cab Car Types)

(Pneumatic Cut Out Switch on SC-44, Genset Switcher, P40-DC, P32-BWH and NPCU Locomotive Types)

SI 592-S1 is modified.

The MARC table is replaced in its entirety.

The highlighted MARC trains are added.

MARC	
Train No.	**Clearance No.**
400	00003200
401	00013200
403	00023200
404	00033200
407	00043200
408	00053200
409	00063200
410	00073200
412	00083200
413	00093200
414	00103200
415	00113200
416	00123200
418	00133200
419	00143200
421	00153200
422	00163200
423	00173200
424	00183200
426	00193200
427	00203200
428	00213200
429	00223200
430	00233200
431	00243200
433	00253200
435	00263200
438	00273200
439	00283200
440	00293200
443	00303200

MARC	
Train No.	**Clearance No.**
445	00313200
446	00323200
447	00333200
448	00343200
449	00353200
451	00363200
452	00373200
453	00383200
454	01043200
454	00993200
455	01053200
455	01053200
476	00393200
478	00403200
480	01003200
481	00413200
482	00423200
485	00433200
486	00443200
487	00453200
490	00463200
491	00473200
492	00483200
494	00853200
495	00493200
497	00503200
499	00513200
502	00523200
505	00533200
511	00543200
517	00553200
520	00563200
525	00573200
532	00583200

MARC	
Train No.	**Clearance No.**
536	00593200
537	00603200
544	00613200
548	00623200
550	00633200
554	00863200
579	00643200
583	00653200
585	00663200
587	00673200
589	01063200
610	00683200
612	00693200
613	00703200
634	00713200
641	00723200
642	00733200
652	00743200
675	00753200
677	00763200
679	00773200
681	00783200
685	00993200
688	00793200
689	00803200
692	00813200
694	00823200
696	00833200
698	00843200
MK840	01073200
MK841	01083200
MK842	01093200
MK843	01103200
MK844	01113200

MARC	
Train No.	**Clearance No.**
MK845	01123200
MK846	01133200
MK847	01143200
MK848	01153200
MK849	01163200
MK850	01173200
MK851	01183200
MK852	01193200
MK853	01203200
MK854	01213200
MK855	01223200
MK856	01233200
MK857	01243200
MK858	01253200
MK859	01263200
MK860	01273200
MK870	01283200
MK871	01293200
MK872	01303200
MK873	01313200
MK874	01323200
MK875	01333200
MK876	01343200
MK877	01353200
MK878	01363200
MK879	01373200
MK880	01383200
MK881	01393200
MK883	01403200
MK884	01473200
MK885	01483200
MK890	01413200
MK891	01423200
MK892	01433200

MARC	
Train No.	**Clearance No.**
MK893	01443200
MK894	01453200
MK895	01463200
KW907	00003900
KW908	90003912

HH. 593-S1. I-ETMS Qualifications for Amtrak Employees 06/02/26

SI 593-S1 is deleted and relocated to 594-S1 under "Locomotive Crew Assignments"

II. 594-S1. I-ETMS Operations 06/13/26

SI 594-S1 is replaced in its entirety.

4 "MARC Clearance Numbers, 9 Operative Brake Limitations" are modified.

1. PTC Job Safety Briefing

PTC qualified train crews are required to conduct a job safety briefing at the beginning of each tour of duty regarding PTC equipment on their train, and the PTC territory traversed on their train's route.

The job safety briefing will include, but is not limited to, the following:

- Verify status of PTC affecting their train.
- Verify the PTC circuit breakers are in the ON position when the controlling locomotive is PTC equipped and the train will operate where PTC is in effect.
- Verify that PTC safety devices have not been cut out. (NOTE: Employees must not cut out or tamper with a safety device without permission from the proper authority)
- Review PTC requirements, operating rules and system functionality. These requirements include train consist/ train type information.
- Shared understanding of each crew members knowledge and experience with the PTC System used during the course of duty.

The Locomotive engineer must communicate to the conductor any time the PTC system is cut out, failed or not enforcing PTC protection.

2. Locomotive Crew Assignments

Only qualified Train Service and Student Engineers may operate trains with operative and cut in I-ETMS equipped trains.

Train Service engineers working an assignment that contains a second engineer must input the employee ID and Pin of the "engineer of record" or lead engineer on the assignment to initialize the I-ETMS system.

Student engineers may input the employee ID and PIN of the OJT instructor engineer, or their own employee ID and PIN to initialize the system.

3. Engineer Certification with Alphabetic Characters

If an employee has a certification number containing alpha characters (example: **AMT-525**), the following format must be followed when entering the employee ID and PIN to initialize I-ETMS:

- The employee must first enter the PTC employee ID, which is the employee SAP number, with leading zeros to equal **8 digits.**

  Example: Employee SAP number is 92345; PTC Employee ID is 00092345
- The employee will then enter their employee PIN with the AMT in their certification number replaced with a leading 1 and a series of zeros to get equal **8 digits**.

  Example: Employee Certification (PIN) is AMT-765; PTC Employee PIN is10000765

4. MARC Clearance Numbers

Amtrak NEC Instruction.

In the event a train experiences issues with a MARC Clearance number or does not have an existing clearance number, the Engineer must contact the MARC Control Center to obtain a MARC Clearance number.

a) Scheduled Trains

The MARC Clearance Numbers for scheduled trains will be 8 digits using the train number format (including leading zeros)

Example: Train 410 = 00000410

b) Protect Locomotives

68, 70, 71, 72, 73, 74, 75, and 4145 will be 8 digits using the locomotive number format (including leading zeros)

Example: Locomotive 68 = 00000068

5. Amtrak Clearance Numbers

In the event a train experiences issues with an Amtrak Clearance number or does not have an existing clearance number, the Train Dispatcher must create and dictate a clearance number to the train crew.

The Amtrak Clearance Number will be 8 digits using a Train Number- Origin Month-Day number format (including leading zeros) of the train's initial terminal originating date.

Example: Train 351 of 9/21/18 = 03510921

Example: Train 4 of 11/5/18 = 00041105

6. Initializing I-ETMS

a) Amtrak Train ID Selection

Amtrak Train ID Selection is modified. The table is removed. Amtrak Locomotive Engineer I-ETMS login procedures are unchanged.

When selecting the Amtrak Train ID during initialization, the train ID selected should correspond to the city pair code and number of vehicles for the applicable train section the train is currently operating in.

Amtrak trains may list Amtrak subdivisions in the I-ETMS CDU Mandatory Directive Route List. If the train will not operate under I-ETMS on an Amtrak subdivision, that subdivision does not need to be "SYNCHRONIZED."

b) I-ETMS Authorized for Use

I-ETMS Authorized for use is modified. The note & sticker is removed. The fleet is updated to reflect I-ETMS equipped locomotives.

I-ETMS must not be initialized unless **all** of the following conditions are met:

- The Host Railroad(s) has/have authorized Amtrak trains to use PTC
- Crew is I-ETMS qualified in accordance with Amtrak qualification requirements
- Lead locomotive is I-ETMS "ready" as determined by a completed departure test indicated on the MAP 100.

Train crews that are unsure if Amtrak I-ETMS operations are authorized by a railroad that will be traversed must contact the Amtrak Mechanical/PTC Support Desk or their supervisor.

c) Initialization Procedures for Yard Switching and Non-Revenue Train Movement

The following steps must be performed to initialize I-ETMS before making a Main Track movement while occupying or entering PTC protected Main Tracks:

Note: Train crews handling or deadheading completely assembled revenue service (i.e. trains should use the revenue service Train Clearance number).

- Select the required railroads the train will operate over (including Amtrak).
- Select Amtrak as the Railroad for Logon.
- Enter Amtrak SAP Number for eight digit Employee I.D.

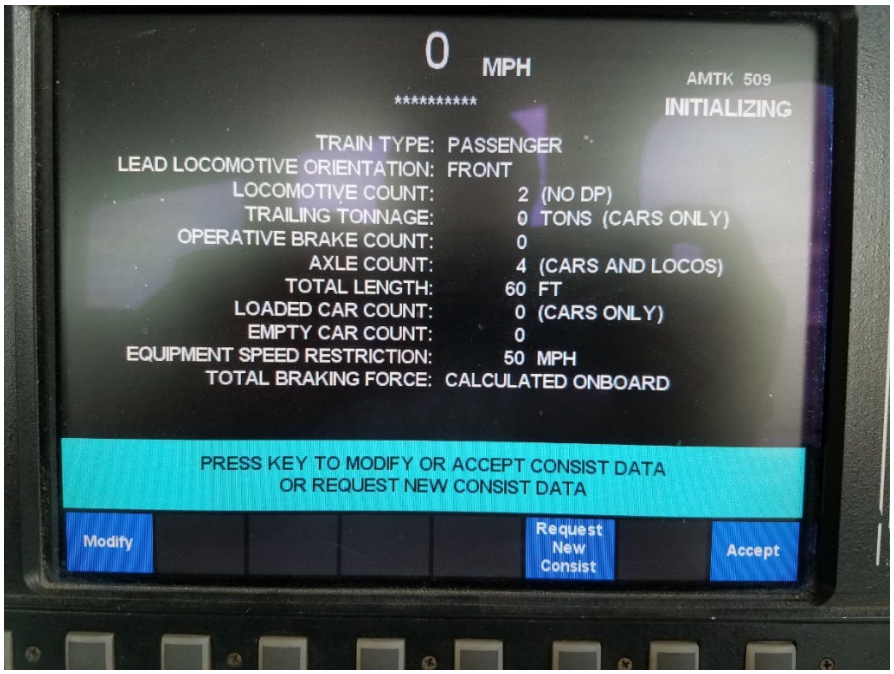
- Example: SAP Number is 123456 / Employee I.D. is entered as: 00123456
- Enter Engineer Certification Number for eight digit Employee PIN.
- Example: Certification Number is 1234 / Employee PIN is entered as: 00001234
- Enter four (4) zeros (0) for the Amtrak Train Symbol, followed by the two digit month, and two digit date of the day the Crew is on duty.
- Example: 00001201 for an assignment working on December 1st
- 0000 Amtrak Train Symbol / Two digit on duty Month / Two digit on duty Date
- Enter the Host Railroad Clearance Number (if applicable).
- Select the Host Railroad assigned Train Symbol (if applicable).
- Select the following location corresponding to the Amtrak Train Symbol that appears on the CDU Screen.

d) Yard Switching and Non-Revenue Train Movement Consist Input and Acceptance

Amtrak Off-Corridor Instruction only

Train crews are required to review their train consist make up during their Job Safety Briefing. The locomotive engineer must review and ensure all train consist information is accurate and correct on the PTC system display before pressing the "Accept" key. Train consist discrepancies must be modified on the PTC system display and the modifications communicated to the conductor. Equipment Length and Tons can be found in the Central/Northwest Division Summary General Order.

Modify the Consist message summary information on the CDU Screen to correspond with the physical equipment being handled.



The Engineer must remove any locomotives not physically included in the train consist. Verify the Locomotive operating in the Lead Position is in the correct consist

e) I-ETMS Initialization Failure

When I-ETMS fails to initialize, and the cause is determined to be the railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the initialization failure. The initialization failure must be communicated to the train dispatcher.

The attempt to re-initialize must occur at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Trains that encounter an I-ETMS initialization failure at initial terminal locations are prohibited from departing the initial terminal location until the I-ETMS system is initialized or the train dispatcher permits movement to a location within the initial terminal to improve PTC system communication. An example of this scenario is a train dispatcher instructing a train to move out from under the Chicago Union Station overbuild.

An initial terminal is the starting point of a locomotive for a trip.

Trains that encounter an I-ETMS initialization failure at an enroute location (other than initial terminal) must attempt to re-initialize at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

Note: A successful I-ETMS initialization is when the I-ETMS system reaches the Disengaged State.

f) Procedures for Initialization at Crew Change Locations

If the crew is not initially prompted to select the locomotive or track during PTC initialization, locomotive engineers must select the controlling locomotive and location as soon as the system prompts them.

g) Initializing Multiple Locomotives in Train Consist

Trains with multiple locomotives in their train consist that may be used in the controlling position must only have one locomotive initialized at any given time. The engineer must perform a CREW LOGOFF on the first locomotive before attempting to initialize any other locomotive in the train consist. The CDU softkey cutout function must not be used when changing controlling locomotives.

h) Rescue Operations with I-ETMS Equipped Passenger Trains

When a locomotive or train is used to rescue a disabled passenger train, the clearance number of the disabled train must be used to initialize from the rescue locomotive. Consist Data must be reviewed and corrected if inaccurate.

7. Entering PTC Tracks

a) Procedures for Entering PTC Tracks

The following tasks must be performed when entering PTC Track from Non-PTC Track:

- Train should be located within 1,500 feet of main track authority limit or signal governing movement onto PTC track
- Operating at 15 MPH or less
- Select current track location (Unless otherwise restricted, train speed may be increased immediately after track selection)

Track Selection must be made at the specific locations indicated, unless modified by host railroad operating rule (see line specific special instructions for locations).

b) Entering PTC Track between Signals at a Hand Operated Switch

The following tasks must be performed when entering PTC Track between signals:

- Train should be stopped between 500 and 1,500 feet of PTC track entry location (or close enough for system prompting)
- Receive authority from train dispatcher to enter the main track
- Review/ accept authority prompt on system display (CDU)
- Verify switch position

c) Entering PTC Track from PTC Track

(1) When leaving PTC track of one railroad and immediately entering PTC track of another railroad at a boundary point (i.e. from one railroads PTC track to different railroads PTC track, in which the two railroads are not interoperable with each other) the onboard will transition to a Disengaged State, even if the railroad the train is operating onto was selected during initialization.

(2) Track Selection must be made as soon as possible prior to entering or immediately after passing the adjoining railroads first PTC protected Control Point or Interlocking signal.

8. PTC Enforcement Braking Applications

If an enforcement is initiated by the PTC system, a full service or emergency brake application may occur. An automatic warning countdown may be displayed prior to the system initiating the enforcement braking. If system-initiated enforcement braking occurs the engineer must:

- Place and leave the automatic brake valve in suppression **until the train stops**.
- **Unless operating the Auto Train, Work or Wire trains do not actuate (bail off) locomotive brake cylinder pressure.**
- Place the throttle in idle.
- If an emergency brake application is initiated, after the train makes a complete stop, place the automatic brake valve in the emergency position.
- Notify the train dispatcher of the system-initiated penalty brake application. **The notification should be made without delay to the train.**

9. Operative Brake Limitations

a) Passenger or Commuter Trains

"Passenger or Commuter Trains" is modified. When changes occur enroute that reduce the number of operative train air brakes to less than 95%, the engineer must change the train type to "freight".

In accordance with AMT-3, when changes occur enroute that reduce the number of operative train air brakes to less than 95%, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the CDU screen. Freight train timetable speeds will be enforced by PTC.

Note: Operative Brakes are calculated in accordance with AMT-3 Instruction 2.19.3, not the values on the I-ETMS Summary Consist Screen.

I-ETMS Consist Summary Operative Brake count is the number of cars only. If any brakes are cut out on a car (including a single truck of a car) the Operative Brake count is reduced by one (2 P-42's, 11 Superliners with one truck cut out on a Superliner = 10 Operative Brake Count). Locomotives and cab cars included in Locomotive Count are not used in the I-ETMS Consist Summary operative brake count.

I-ETMS will not enforce speed restrictions associated with reduced operative brakes as per AMT-3 Instruction 2.19.2

b) Freight Trains

Amtrak NEC Instruction:

Freight Trains with 15 cars or less must not actuate the locomotive brakes once an enforcement braking action has been initiated by the I-ETMS system. If the independent brake is initially bailed off, it must immediately be reapplied, bringing the movement to a safe and immediate stop

c) All trains

Amtrak NEC Instruction:

I-ETMS must not be initialized on any train with less than 95% operative brakes. When changes occur en-route that decrease the number of operative brakes to less than 95% the engineer must use the "cut out key" and notify the train dispatcher.

10. System Prompts and Inputs

Inputs and responses to prompts must be accurate and timely to prevent an unnecessary enforcement or delay. The engineer must operate the train in response to an I-ETMS system prompt to prevent a penalty brake application, consistent with good train handling. If improper input or response to a prompt is made, it must not be acted upon until corrected or resolved.

11. Train Consist Information

a) Comparison of I-ETMS Display Information

Before departing, crew members on the controlling locomotive must compare information such as restrictions and authorities shown on the I-ETMS display with those in their possession. When a crew member receives a mandatory directive or restriction dictated by radio or telephone, it must be verified with the I-ETMS display.

When the I-ETMS display does not conform with a wayside or cab signal indication, maximum authorized speed, mandatory directive, timetable, or special instruction, be governed by the most restrictive.

Any discrepancies must be reported to the dispatcher.

b) Train Consist Review

Train crews are required to review their train consist make up during their PTC Job Safety Briefing. The locomotive engineer must review and ensure all train consist information is accurate and correct on the PTC system display before pressing the "Accept" key. Train consist discrepancies must be modified on the PTC system display and the modifications communicated to the conductor.

- **Amtrak Trains:** The train crew is responsible to report the consist discrepancy to the Amtrak Mechanical/ PTC Support Desk without delay to the train.
- **MARC Commuter Trains:** The train crew is responsible to report the consist discrepancy to the dispatcher and respective tenant railroad for correction without delay to the train.
- **Freight Trains:** In order to match the maximum authorized speed of the Amtrak territory, the train crew is responsible to modify the equipment speed field consistent with the speeds listed in Amtrak Special Instructions.

When initializing, or when taking charge, and after any pickups or setouts, the engineer must:

- Review the consist data displayed by the I-ETMS system.
- Correct the consist data displayed if inaccurate.

Train consist may be modified on the I-ETMS system display, per Operating Rules.

c) Isolated Locomotives

All locomotives must be shown in the RUN position in the I-ETMS Consist Summary display unless the locomotive is physically isolated for any reason. If a locomotive is physically isolated, it must be modified in the I-ETMS Consist Summary display. To ensure the system braking calculations are accurate, an additional car should be added to the LOADED CAR count and the weight of the locomotive added to the TRAILING TONNAGE value.

d) Train Consist Modifications

"Train modifications" is replaced in its entirety. All tables have been relocated to their respective speed table sections.

Equipment speed, length, and weight details are provided in the applicable speed tables. These values must be used when adjusting the train consist during pick-ups, set-outs, or whenever PTC consist data does not match the actual train consist during system initialization.

- **Amtrak Trains:** Mechanical/ PTC Support Desk must be contacted to receive equipment parameter data if private cars or equipment not listed is picked-up or set-out enroute)
- **MARC Commuter Trains:** The Amtrak Commuter Operations Center must be contacted to receive equipment parameter data if private cars or equipment not listed is picked-up or set-out enroute

12. Restricted Mode

a) Work Events – Return Movement, Set Outs, and Pick Ups

Prior to performing work events requiring return movements, set outs, and pick-ups, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After the work events are completed, and prior to departing the location, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

b) Operating within the Limits of an Out of Service Track

Once permission is received to enter the limits of an Out of Service Track, prior to entering, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After clearing the limits of the Out of Service track, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

Amtrak trains must not place the PTC system in Restricted Mode to perform a shove movement. Use of Restricted Mode must be made in accordance with the requirements outlined below:

Restricted Mode

Restricted Mode must be turned on before performing work events such as switching or making pickups and/or setouts. Restricted Mode must be turned off after work events have been completed.

13. I-ETMS "Select Direction" Soft Key & Unmapped Track Feature use

"Select Direction" Soft Key is renamed to "I-ETMS "Select Direction" Soft Key & Unmapped Track Feature use".

Trains operating with PTC that are required to manually change the operating direction are prohibited from using the "Select Direction" soft key.

If necessary to change the train's direction, the following steps must be completed.

- Cut-out the PTC system using the "CUT OUT" soft key.
- Re-initialize the PTC system using the "CUT IN" soft key.
- Select the correct timetable direction.

Unless authorized by railroad operating rule or special instructions, the Unmapped Track feature on the I-ETMS CDU must not be used.

14. Logging Off I-ETMS

Locomotive engineers must log off from I-ETMS at the completion of their tour of duty or crew change location.

15. I-ETMS Operations with IITS or Cab Signals

Trains with operative I-ETMS and IITS (ATS) or Cab Signal systems are governed by IITS or Cab Signal operating rules in their entirety. This includes IITS and cab Signal failure operating rules.

If I-ETMS transitions to a Disengaged, Cut Out or Failed State, IITS or Cab Signal operating rules are not modified in any capacity.

If I-ETMS becomes inoperative, Cab Signal System operating rules and special instructions remain in effect.

16. Foreign Locomotive PTC Operation Procedures

The following instructions are applicable when operating a foreign locomotive with PTC as the controlling locomotive on an Amtrak train:

a) The train crew must verify that Mandatory Directives associated with their train (i.e. GTB's, Dispatcher Bulletins, Train Clearance, Track Bulletins) reflect the correct Locomotive and Train ID if applicable.

b) Amtrak system initialization must be performed by an Amtrak engineer. This is to ensure the required train consist information is received by the Onboard system from the Amtrak Back Office system.

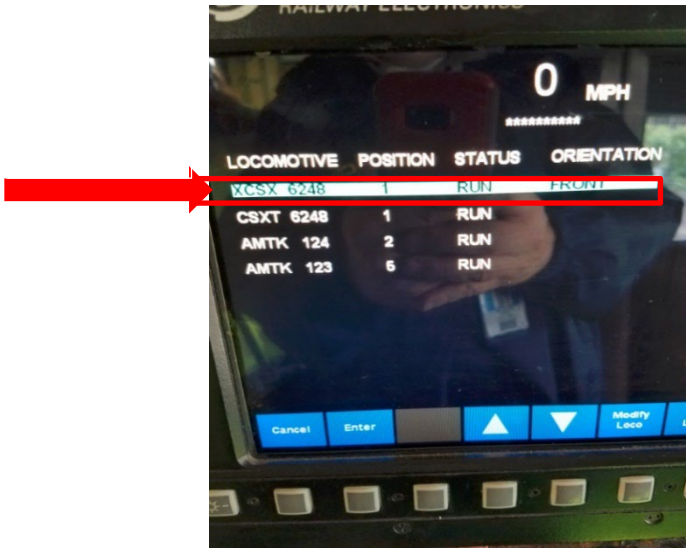
c) Amtrak system initialization sequence and processes are unchanged when using a foreign locomotive. This includes trouble shooting, consist modification and system cut out reporting procedures.

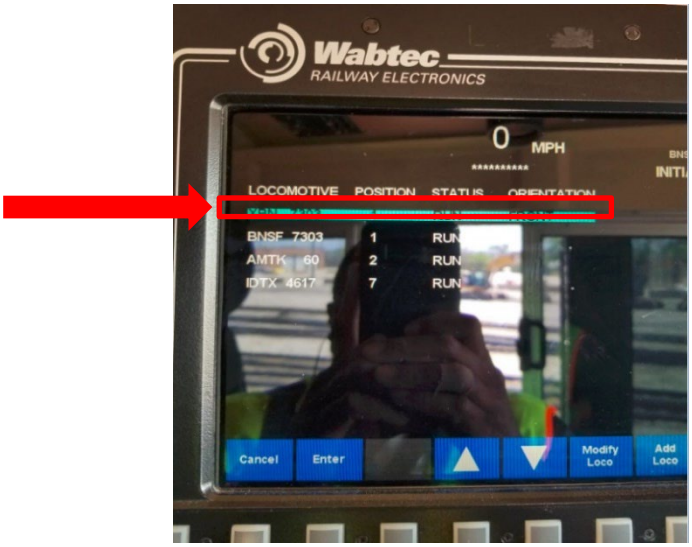
d) When initializing PTC on a Foreign Locomotive, the Consist Summary will contain an extra locomotive, identified with an "X" leading the locomotive reporting mark. This is reflected in the Locomotives menu in the Consist Summary (examples below). The locomotive with an "X" leading the reporting mark must be removed from the Locomotive Consist on the PTC display. Additional consist modification is not required when removing a locomotive from the Consist Summary.

e) Before accepting the Consist Summary, verify that all other consist data is accurate and complete.

f) Note: If additional consist information is needed for manual addition of a foreign locomotive (i.e. length, tons), review the foreign railroad operating rules, or contact the Train Dispatcher.

(See photos for removal of duplicated locomotives below)





17. Foreign Locomotive PTC Usage

"Foreign Locomotive PTC Usage" is deleted. All host railroads have PTC interoperability.

JJ. 594-S2. Train Departure with Defective or Failed Onboard PTC System (ACSES/I-ETMS/ITCS) 06/02/26

SI 594-S2 is new.

Train numbers or train services listed in the table, including yard or extra trains originating at the identified location, are not permitted to depart the identified Amtrak PTC Repair Location if the onboard PTC system on the controlling locomotive displays one of the following anomalies:

- The locomotive onboard PTC in cab display, audible alerting feature, or TMC/OBC components are physically damaged or defective preventing proper onboard PTC system operation.
- The locomotive onboard PTC system is in a failure condition or "Failed State" that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the "Cut-Out" position to permit train movement.
- The locomotive onboard PTC system is unable to pass a system departure test.
- A valid MAP 100 or MARC ECR 100 on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.

Division	PTC Repair Location	Train Numbers/ Services
East	Albany – Rensselaer, NY	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Boston, MA	All Amtrak trains
	New Haven, CT (CONN DOT Service Only)	All originating CONN DOT and CT Rail train sets that receive locomotive calendar day inspections and Class 1 brake test
	New York City, NY (Sunnyside Yard)	All Amtrak trains (**Note:** This includes NJT trains being moved by Amtrak train crews)
	Sanford, FL (Auto Train Service Only)	Train 52
	Washington D.C. (Amtrak Service)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Washington D.C. (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Baltimore, MD (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Middle River, MD (MSA Maintenance Facility - MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Raleigh, NC (NC DOT Service Only)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test
	Hialeah, FL	All trains
	Wilmington, DE (Work Train Service Only)	All originating work trains
Central	Chicago, IL	All trains
	New Orleans, LA	All trains
	Beech Grove, IN	All trains

Division	PTC Repair Location	Train Numbers/ Services
West	Los Angeles, CA (8th Street Yard)	All trains
	Oakland, CA (Oakland Maintenance Facility)	All Amtrak trains
	Seattle, WA	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	San Diego, CA	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test

KK. 595-S1. I-ETMS Enforcement of Interlocking and Control Point Signals 06/13/26

SI 595-S1 5. is modified. The last paragraph is replaced in its entirety.

Amtrak NEC Instruction only

1. Train at Signal Other Than Stop Signal:

In the event, the "Pass Signal at Stop" Prompt does not display after stopping within 1500 feet of the signal, waiting at least 120 seconds and the Red Hash does not clear, the dispatcher may grant permission to cutout I-ETMS using the CDU soft key cutout function. I-ETMS must be cut in when the leading wheels are within one train length or 500 feet, whichever is greater.

LL. 803-S3. High-Rail Operations 06/13/26

SI 803-S3 is replaced in its entirety. The RWIC must apply the SSD to verify they are occupying the correct track. After confirmation, the SSD may be removed.

Upon initial authorization to operate on-track equipment, but prior to setting on the Main Track, the RWIC must apply an SSD to verify they are occupying the correct track. After confirmation, the SSD may be removed.

MM. 815-S7. Maximum Speeds for Spring or Lift Frogs 05/20/26

815-S7 is new.

In accordance with NORAC 815, lift frogs are added to the maximum speeds table for track cars:

When operating through self-guarded frogs or switch point guards or diverting through spring or lift frogs.	1 MPH

IX. High Speed Trainset, NextGen HST & HHP-8/HHPc Operation

A. 72-A1. HST: Defective Conditions Requiring 125 MPH Maximum Speed 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

B. 72-A3. High Speed Trainset: On-Board Hot Bearing Detection System 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

C. 72-A4. HHP-8/HHPc NPCU & Locomotive: On-Board Hot Bearing Detection System 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

D. 72-A5. Truck Hunting on High-Speed Trainsets and Hhp-8 Engines: ITSU Operation 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

E. 72-A6. NGHST Alertor **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

F. 72-A7. NGHST On-Board Hot Box Detector Alarms **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

X. Speed Table for Reference 06/02/26

The ACSES SPEED TABLE and FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH tables are moved to the NEC Timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL SPEED TABLES FOR REFERENCE".

ACSES SPEED TABLE

Movement Under Rule:	**261/251**	**562**	**563**
Failed or Fault ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting Hazardous Material
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting Hazardous Material

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting Hazardous Material

DCS Territory	
Operative ACSES	59 MPH - Psgr. 49 MPH - Frt.
Failed ACSES	40 MPH 30 MPH - Transporting Hazardous Material

FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH.

Movement Under Rule:	261/251	562	563
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) **NOTE:** Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting Hazardous Material	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting Hazardous Material	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting Hazardous Material

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting Hazardous Material

DCS Territory	
I-ETMS will not be operative when operating in DCS Territory.	40 MPH 30 MPH - Transporting Hazardous Material

XI. PTC Rule Review-FAQs 06/02/26

The PTC Rule Review-FAQS tables are moved to the NEC timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL RULE REVIEW & FREQUENTLY ASKED QUESTIONS".

Q&A for Guidance	
Question	**The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?**
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH Transporting Hazardous Material

XII. PTC Rule Review for Locomotive PTC Failure Handling -FAQs 05/04/26

The PTC Rule Review for Locomotive PTC Failure Handling -FAQs tables are moved to the NEC timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL RULE REVIEW & FREQUENTLY ASKED QUESTIONS".

Confirmation Code: 080326